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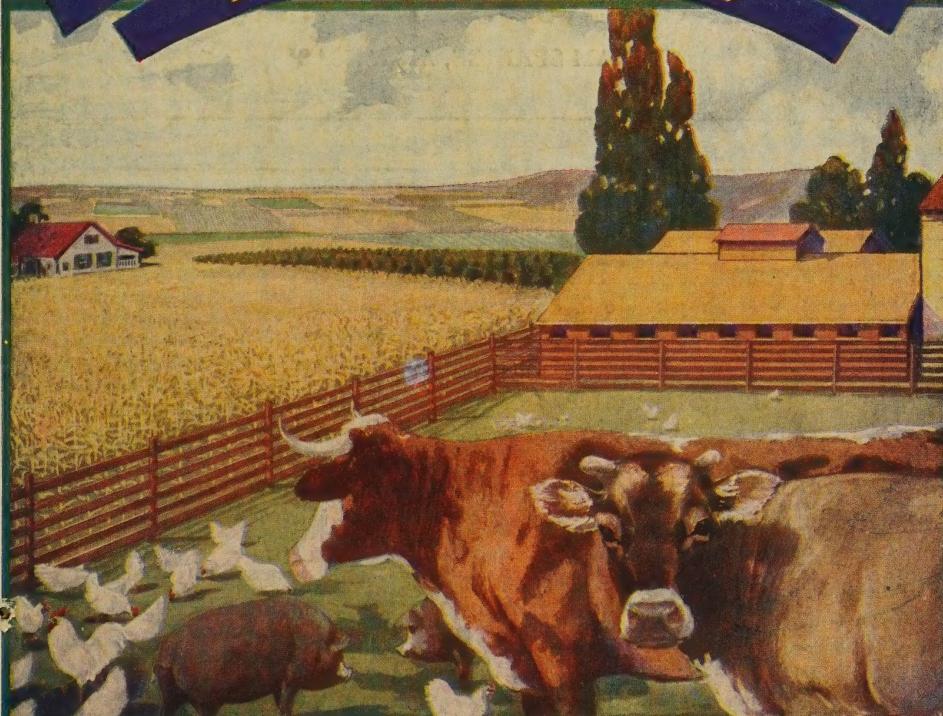
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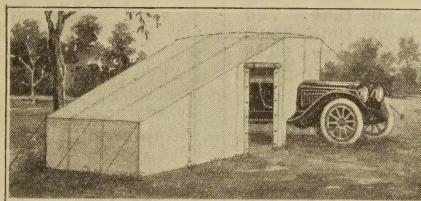
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Published Quarterly by the Immigration and Industrial Department of The Kansas City Southern Railway Co. Circulation Guaranteed to Average 10,000 Copies Each Issue.

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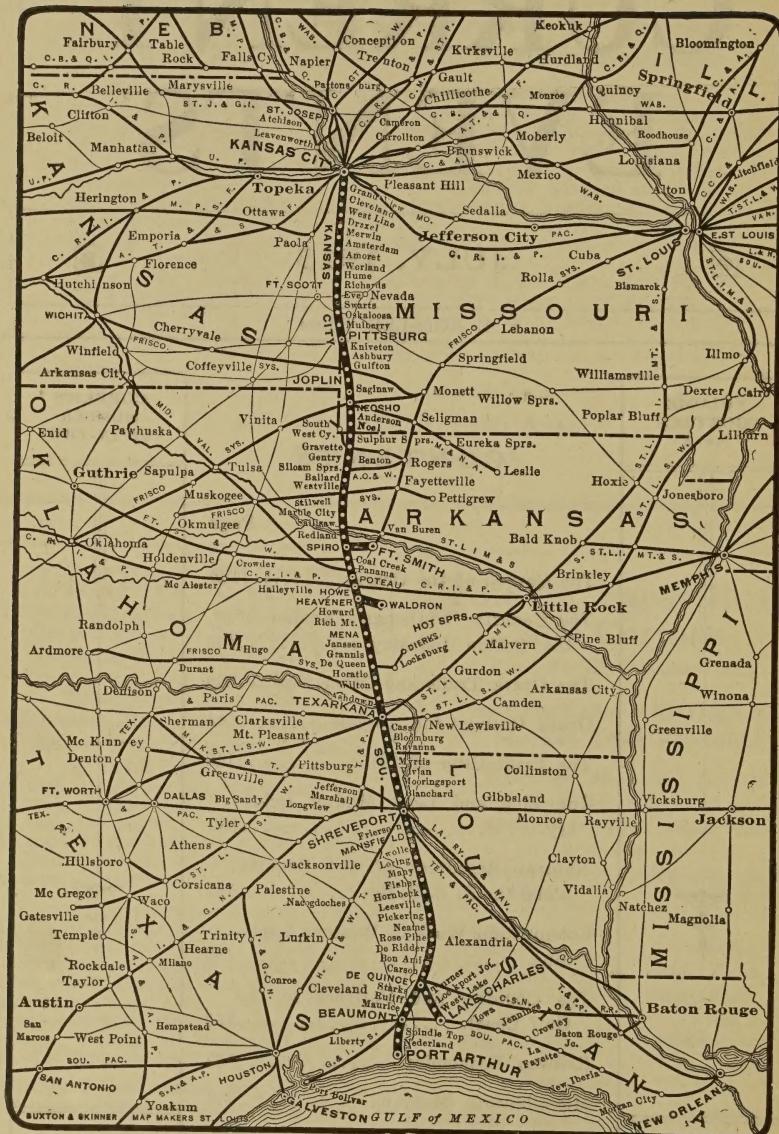
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NUMBER
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CURRENT EVENTS.



MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

The Garden of the Ozarks.

Joplin News-Herald, May 9, 1915.

This is a story of the Arkansas "hill" country. It embraces a strip of the Ozarks (named by De Soto in the sixteenth century Aux Arcs, or beautiful hills), the most abused and maligned and misunderstood section of country in the middle West. It is today one of the richest and most productive sections of land in the United States.

Strawberries, peaches, apples, cherries, tomatoes, grapes, cantaloupes, blackberries, raspberries, cucumbers, beans, plums, shipped out to the world in carload lots by the hundred, marketed at top prices, tell the story of the industry of the Ozarks.

At the present time every indication points to the year 1915 being the record year in all lines of production of these diversified crops for this section. Weather conditions have been ideal. There is more acreage planted, the farmers are better organized to handle their crops, and the farmers understand better than ever how to care for their crops and how to pick and pack and ship, and where the best market is found.

Good Road Through the Country.

There is now a winding rock, graded, gravelled road running from Joplin south to a point fourteen miles below Siloam Springs, Ark. It has been built after years of agitation, work and the expenditure of much money. It has concrete bridges and culverts and drains. It runs parallel to the Kansas City Southern railroad. It follows streams and dips into beautiful valleys and over verdant hills. It was built as a practical proposition to solve the transportation problem to get this great crop of fruits to the railroads and to the markets at the lowest possible cost and with the least possible damage to the fruits and garden vegetables.

This road runs through Saginaw, Tipton Ford, Neosho, McElhaney, Goodman, Anderson, Lanagan, Noel, crosses the Arkansas line and winds through Sulphur Springs, Gravette, Decatur, Gentry and Siloam Springs. These are not so much towns and cities as they are communities. Town limits chiefly mark taxation boundaries, school and church centers and railroad shipping points. The men who live in the towns own lands farther out, eight and ten and fifteen miles from the railroad.

The farmers in this region are not rais-

ing so much corn and wheat and alfalfa, because they find they can get the greatest amount of efficiency out of their land by raising the crops mentioned. They don't all run into strawberries because some years the strawberry crops fail. They don't always raise peaches, because a late frost sometimes wipes out a peach crop. And some years apple trees will refuse to bear, no matter how much pruning and spraying is done.

Farmers Solve Own Problems.

These farmers have not received much help from railroads, from government experiment stations, university professors, or state horticulture or agricultural boards. They mostly have solved their own problems from experience. They know how to spray and prune. They have organized into associations so as to market their crops in combine and in this way make carload lots that can be sold on the track. They appoint one of their number as the selling agent. In this way they avoid the clutches of the commercial pirates known as commission men.

For example, when the Anderson, Mo., strawberry men wanted to diversify their crop, so as to be protected in an off year of strawberries, they discussed the possibilities from other crops. They finally decided that grapes could be raised in that particular section at a big profit. They had seen grape vineyards on a small scale there produce abundant crops.

A committee was named from the association to make an investigation of the grape industry, the method of planting, pruning, packing, the best variety of commercial grapes, and sundry other matters. The secretary of the association studied the market problem. At the meeting of the association reports were made. The association bought in bulk, after close bargaining, at a minimum price, 70,000 grape plants of the particular variety they decided would best suit their soil and climate. Next year the first crop is due from this 135 acres of grapes, and the question of the judgment of these men will be decided.

Gravette Went in for Cantaloupes.

At Gravette, Ark., the association decided on cantaloupe culture. They found that they could grow a cantaloupe with a

flavor more luscious than any known product. They shipped about thirty carloads last year. But their crop was late and it hit the market when Texas and Oklahoma crops were abundant, when the Rocky Ford, Colo., product was being poured on the market. They didn't get the best prices, and this year the acreage of melons has dropped off considerably.

Farmers in this region had a tendency at one time to specialize. It was easier to handle strawberries, or apples, or peaches exclusively. But crops were not sure. There were off years and they had to be protected. For that reason they use small acreage. A five or ten-acre berry patch is about as much as one farmer can handle alone. Add to this five or ten acres of peaches or apples, an acre of tomatoes, another of beans or cucumbers and other small crops, the care of a couple of cows and some chickens and the farmer has about all he can attend to. His table is supplied from the farm and his over-production can be marketed. He is sure to get enough over-product in some line so that he can maintain a bank account and, generally, a Ford auto.

There Are No "Kings" Here.

There are no "kings" in the section. Perhaps one exception can be mentioned, and that exception is E. N. Plank of Decatur.

Mr. Plank eighteen years ago worked as a railroad mail clerk out of Kansas City. His health was failing and a doctor told him to "get out in the country." Mr. Plank had saved about \$1,100. He borrowed a little more and bought 200 acres of rough timber land near Decatur. He built a log house from clearance timber. He paid \$6.00 an acre for his land. He went into fruit growing.

Mr. Planks' soil is so rocky there is not a place on the farm where the foot can be set down and not be on rocks. He was called "crazy" by his neighbors when he planted peach trees and started growing fruits. To make a long story short, Mr. Plank today owns 840 acres of land worth about \$50 an acre. He has 550 acres of fine Elberta peach trees, eighty of strawberries, being the biggest single strawberry field in the entire Ozarks, and thirty acres of blackberries. His home is on the farm in the midst of his peach orchards and is a fine, big, modern house, with many large out-buildings and cottages for the men he employs.

His Motto of Success "Hard Work."

Mr. Plank has affiliated with the Ozark fruit growers' association and through this organization he markets his crops in car-

load lots. His motto is "hard work." He has had bad years, years when there were no crops. For instance, in 1911 his crops failed, but he still had about \$15,000 in the bank, surplus from former years, and there were no mortgages on his farm.

Mr. Plank never attended an agricultural college. He does not affiliate with government experiment stations. He does not follow farm magazine guides on caring for his crops. He has studied his crops with his own eyes. He has done his own experimenting. He knows how to spray and when to spray. He knows what to plant and when to plant, and, chieftest of all, he knows how to sell his product and where to sell it so as to get the top prices.

"Getting the market is the farmers' problem," said Mr. Plank recently. "No man would manufacture shoes unless he could sell them at a profit in keeping with his investment, risk, etc. The small farmer has to co-operate through organization. In that way he can bulk his crops with his neighbors and together through a common selling agent they can get the best prices, or at least prices that will leave a profit."

Could Be Great Dairy Country.

Farmers in this region realize they have land that is specially adaptable for a great dairy country. Good forage crops can be raised in the bottom lands and along the hillsides grass grows in prolific abundance. But the dairy business has not been built up because there are no facilities for marketing. There are no creameries and to get milk or cream to Joplin, Pittsburg, Kansas City or other points would necessitate a delay that would be disastrous to the product.

Some day, it is believed, the dairy industry will be developed. It is one that lasts all through the year, winter and summer, and there are good returns when the cost of feeding and watering stock is at a minimum, as in this country, where stock can graze for nine months in the twelve.

A resume of the strawberry outlook obtained from the shipping offices on estimates for the present year gives the following expected shipments: Neosho, 130 cars; McElhaney, 10; Goodman, 8; Aroma, 8; Anderson, 70; Noel, 4; Sulphur Springs, 20; Decatur, 40; Gravette, 5; Gentry, 4; Siloam Springs, 10. Shipping began about May 12.

Gentry Sent Out 152 Cars of Apples.

At Gentry, Ark., 152 cars of apples were loaded last year. The crop will not be as heavy this year for the Ben Davis variety of apples has decided this is their year to rest. Every so often apples will not bear.

Ben Davis, however, is not the leading variety grown, for the Jonathan surpasses it as a commercial apple. The Arkansas Black Twig is also a popular apple grown in abundance here.

Around Gentry the apple orchards rival in beauty the orange groves of Southern California and Florida. For miles and miles the traveler passes through apple orchards. On both sides of the railroad the stately trees line the right of way. In springtime, when the trees are in bloom, the fragrance of the blossoms perfumes the air for miles. Their snowy beauty makes the trees seem snow laden. Few places in the world can offer a more impressive sight than these miles of blossom-covered apple trees.

Illustration of Diversified Crops.

Decatur, Ark., is a center for diversified crops. It is here that Mr. Plank's big farm is situated. An example of diversity of the crops is given in the official railroad shipments from this little town of 500 souls last year. The peach crop was very light because of the early killing frosts. By express there were shipped: Apples, 3,800 crates; strawberries, 2,332 crates; tomatoes, 4,519; blackberries and huckleberries, 5,161; peaches, 1,451; cucumbers, 456; beans, 23,455; plums, okra, asparagus, cantaloupes, cherries and green peppers, 2,500, making a total of 43,674 crates. There were seventeen carloads of strawberries, eighty-eight carloads of apples and five of evaporated apples, twenty-four carloads of canned goods, eight of live stock, eight of wood, two of vinegar and only one car of wheat. The estimate of the value of these crops is placed at \$103,402.

It's Bound to Be a Healthy Place.

Any place where people are so well fed with clean, wholesome, fresh food products, where the water springs in such fresh purity from almost every ten acres of ground, where the air is pure and fresh and sweet, sifted through the green trees, is bound to be healthy.

Nature has been more than generous with the Ozarks. She made them while in playful mood on a springtime day, breaking the vast tableland by erosion into hundreds of ridges, covered with forests and traversed by countless streams. The streams are peopled with fish upon whose numbers the poaching of anglers has made little impression, and in the trees the robin and blue jay and thrush and mocking bird, and many other birds have builded countless nests.

Another peculiar thing about the Ozark country is that there is no "foreign element"

or communities of foreign peoples there. The population is made up of "native stock." Recently there was much talk of bringing settlements of Belgians to the Ozarks to take up uncultivated lands. Whether or not Belgians or other foreigners could take this rough land and make it as productive as the native Americans is doubtful.

Natives Are the Real Pioneers.

The foreign settlements in various parts of the nation have never been known as pioneers. They have never gone into the rough country and hewn from the forest a productive land such as is the Ozarks at the present time. It is possible that they could settle, scattered out amongst the native element, and by copying after them help build up the country. They are, perhaps, more thrifty, more saving, more prone to take advantage of by-products and to intensify production. In that respect they could teach as much as they would learn.

There are hundreds, yes, thousands, of acres of undeveloped land in this section. The soil is rich, the streams are plentiful. It is the garden spot of the middle West. The market problem is being solved, and as greater centers of industry are building up, such as St. Louis, Kansas City, Joplin, Springfield, Oklahoma City, Fort Smith and many other thriving cities, the market is being made larger and larger and the field for the output is drawn closer and closer to the supply.

Do Not Have Full Faith in City Men.

An intimate relation with these farmers up and down the line will convince the city men who are always after the farmers' trade that the farmer does not believe the city men have always tried to help in the way they should toward solving the farmers' problems. The farmer is not so much concerned about city advice on how to raise his crops as he is on how to sell them. He doesn't seek to raise the price of the product to the city man, but to solve the "go-between" problem.

The experience of the farmer in the city has been largely with commission merchants. The experience has in most cases been disastrous to the farmer. He has come to believe that most commission men are of the pirate class. Whether this is rightful or not is a question, but it's the farmers' belief.

By associations they are able to better handle their market. An example of this is given as typical in Anderson, Mo., where the association is not affiliated with the Ozark Fruit Growers, but is a single organ-

ization. W. Ed. Roarke has been secretary and selling agent for the association for ten years. He is also a farmer and producer. He knows the fruit market all over the middle West and up into Canada. He knows "the trade." He knows commission merchants and what they are worth. He knows how to sell to them. Also they know Mr. Roarke. They know that when he sells them a car of berries by wire they will get just what they specify. He knows that when he sells to a commission man in Detroit, Chicago, Dubuque, Denver, Kansas City or St. Louis that he will get a check for exactly what he specified the car would cost. Unless he does know this he does not "start the car rolling." Many times he starts unsold cars rolling and sells them while they are en route.

Experience of Small Farmer.

The individual farmer, sending daily twenty-five, fifty or one hundred crates of farm products to a commission man and expecting to get the market price on the day his product reaches market fails to get it. The commission man tells him that his product arrived in bad shape, that the market was "flooded" or was "off," despite what the reading of market reports in the daily and trade press tell them.

Prediction is made by farmers that the day is coming when they will maintain their own market centers, when they will not only organize for shipping and selling, but will have their agents in the trade centers to deal directly with the retail trade.

The Ozark Fruit Growers' Association already has been doing this. This association is a combination of the various associations in all the towns in the district, or almost all of them. During berry shipping season the association has its agents in Detroit, Chicago, Grand Rapids, Toronto, Canada, and other centers watching the markets. If a car of berries isn't sold on the track when it's loaded it is sent to one of these agents and he is notified that a car is on the way. Before the car has half way reached its destination that agent has sold it in some town along the line at a top market price, and is right on the spot when the car gets there and is opened to see that the money is paid and that the berries are in the condition he represented them to be in. This is not only true of berries, but of peaches and other fruits.

The Ozark farmers have reduced the art of selling their product to almost an exact science and the world in general is learning a few things it didn't know before.

The Country Gentleman's Review of the Cotton Industry

Some weeks ago, the "Country Gentleman," published in Philadelphia, printed a series of articles describing the production of cotton in several of the Southern states. In the article describing cotton culture in Arkansas, the section of the state more especially interested in this special crop had apparently not been located, leading the reader to the conclusion that the description pertained to the whole area of the state. The matter was taken up by the Business Men's Club of Fort Smith, with a view to bring about a more correct understanding of the subject. The Secretary, Mr. Geo. Sengel, prepared an article for publication in the "Country Gentleman," setting the world right on the question of diversification of crops in Arkansas.

The article and Mr. Thompson's reply follow:

Editor "Country Gentleman,"
Philadelphia, Pa.

Dear Sir:—The two articles in the "Country Gentleman" by Mr. Barton Currie, entitled "Blow Away Millions," does the state of Arkansas a great injustice, because Mr.

Currie leaves the impression that the whole state of Arkansas is contaminated with the cotton germ.

I wish Mr. Currie had confined his article to the cotton-raising portion of Arkansas, instead of including the whole state in his statement.

I doubt if there is a state in the Union that can boast of greater diversification of crops than Arkansas, and because the cotton mortgage system prevails in what is known as the Black Belt of Arkansas, the entire state should not be included in that charge.

Take the western half of Arkansas as an illustration: The conditions are entirely different from the southern and eastern half of Arkansas. We do not depend entirely upon cotton. We do raise some cotton, but the western half of Arkansas does not depend upon the plantation system, all the cotton that is raised is raised by those who do not hire help, and it is principally raised by white farmers.

But you will find that the western half of Arkansas, in addition to cotton, ships

more fruit than any other like section in the entire South.

In the western portion of Arkansas, bordering on the Oklahoma line, you will find two crops of Irish potatoes raised every year on the same land. In July, 1914, from the Fort Smith zone over \$400,000 worth of Irish potatoes were shipped to northern markets.

The second crop of Irish potatoes was planted on the same land and was gathered in November. The Irish potatoes of the second crop are the keepers and furnish the seed potatoes, not only for home planting, but shipments are made to Texas and other Southern points.

We raise sweet potatoes, producing from 200 to 400 bushels per acre. Thousands upon thousands of bushels are shipped every year from western Arkansas.

The largest sorghum syrup plant in the world is located in Fort Smith, through the influence of the Business Men's Club of that city. Thousands of acres of sorghum cane is being grown to supply this mill. The finished product is being sold all through the South.

A big peanut butter mill and canning plant has also been added to the other industries of our section, and hundreds of acres of peanuts are now growing under contract to supply this mill.

No state in the Union produces finer strawberries, apples or tomatoes than are shipped from western Arkansas. We cut from three to six crops of alfalfa clover every year, besides the immense quantity of prairie hay that is cut, baled and stored to prevent importing from other sections.

The diversified campaign that Mr. Currie refers to originated in the state of Arkansas through the Business Men's Club of Fort Smith, and its success has been very great. If the cotton-growing section has not been benefited by this campaign for diversified agriculture, the western half of the state that enjoys diversification of crops, and the feeding of ourselves from our own farms, should be given proper credit.

Evidently Mr. Currie did not cover the entire state, for if he had visited the western half of Arkansas and had not begun his story where the mortgage cotton growing system begins he would have been surprised very happily over the existing conditions in western Arkansas.

In this section of the state diversified agriculture is the rule and not the exception, and the mortgage system does not exist as

detailed by Mr. Currie. The few who do a mortgaged business are in remote sections, far removed from up-to-date business methods.

In western Arkansas the mortgage system is not popular, and prosperity is to be seen that is not in evidence on cotton-growing mortgaged farms.

The hills and valleys of western Arkansas produce splendid crops of wheat, oats, rye, corn, alfalfa, timothy, German millet and wild grasses.

Our people are engaged in raising cattle, pigs and poultry—the boys and girls pig and poultry clubs having been established throughout our entire section. Packing house facilities will be needed to prevent shipping of this live stock to Kansas City and St. Louis. Train loads of poultry are being shipped from the Fort Smith zone, bringing in cash when farm crops are not in evidence.

Will you not do us the kindness of telling the readers of the "Country Gentleman" that there is a great area of Arkansas that does not belong to the cotton-growing mortgage system, and that portion is western Arkansas, an empire within itself, where the negro element is not a factor in the civilization of our land, where the white farmer prevails, and the mortgage system is almost extinct?

Two counties in Arkansas have more apple trees than any other two counties in the United States, according to the government census. More Elberta peaches are shipped from western Arkansas than from any like section in the South.

The strawberries of western Arkansas are known throughout the United States, this being the pioneer section in the culture of strawberries in the state.

With the hope that you will give these facts the same publicity as was given the cotton mortgage system section of Arkansas, I am,

Yours truly,

GEO. SENDEL,
Secretary.

Mr. George Sengel, Secretary Business Men's Club, Fort Smith, Ark.

My Dear Sir:—Your criticism of Mr. Currie's article, "Blow Away Billions," does not seem to take into consideration that the article itself dealt with the subject-matter of cotton and cotton production and not with the state of Arkansas and Arkansas agriculture. Your complaint is that Mr. Currie does not indicate in this article the diversity of crops raised in Arkansas and

the greatly different agricultural conditions in various sections of the state.

In the series of articles under the heading of "Backbone of America," which was published in the "Country Gentleman" during the past winter, Mr. Currie discussed at great length the diversity and progress of agriculture in the different sections of the state of Arkansas. Had you read these articles, you would have known that the "Country Gentleman" has far from neglected the subjects which you complain are lacking from the cotton article. It is not stated in Mr. Currie's article that the mortgage system exists in the districts where diversified agriculture is the rule and not the exception. In his previous article Mr. Currie emphasized the fact that the mortgage system did not prevail in such districts. It was not possible, nor did it seem necessary, in the scope of the cotton article

to reiterate what we had already emphasized in the "Country Gentleman."

We have given full publicity to your diversity program in Arkansas in several issues of the "Country Gentleman" and have commented upon it editorially and therefore we cannot see any reason why we should go to any further effort in reiteration. It is our purpose to report facts as they exist with reference to both social and economic needs, after the most careful and painstaking investigation, and if you have been reading the various articles in the "Country Gentleman" concerning the state of Arkansas I feel sure that you would see that your criticisms are not based upon a complete review of the articles which we have published in the "Country Gentleman."

Very sincerely yours,

H. A. THOMPSON.

The Ozark Trails and Other Trails

The total mileage of wagon roads in the United States in 1914 was 2,226,842 miles, including the improved and unimproved roads. During 1914 improvements were made on 223,774 miles in the United States. The building of good roads progressed slowly in the southern states until about ten years ago, when the expenditures for the improvement of roads reached \$23,000,000 in 1904, covering 29,853 miles of improved roads. In 1914 the expenditures for improvements in the southern states reached \$52,000,000 and the mileage covered was 62,790 miles. The number of miles improved in each state, in 1914, was as follows:

Alabama, 5,491 miles; Arkansas, 1,085; Florida, 2,175; Mississippi, 345; Missouri, 4,756; North Carolina, 3,449; Oklahoma, 499; South Carolina, 4,888; Tennessee, 5,354; Texas, 4,896; Virginia, 3,732, and West Virginia, 541 miles; total, 62,790 miles.

As long as animal power was the principal dependence for the movement of vehicles, the distance traveled was of necessity gauged by the endurance of the animal power. The distance traveled by the vehicle was short. For long distance travel the railways or waterways were naturally preferred, because a journey could be made in less time and with more comfort. The existing roads were connected as a matter of course and it was entirely practical to make a journey from New York to San Francisco, by wagon, but there was so little of this kind of travel that it was not thought worth

while to lay out and mark long distance routes.

The development of the automobile travel drew attention to the condition of the roads as well as to the necessity for marking, posting, listing and mapping them. A very complete system of routes between distant points has been worked out in the last few years to enable the automobile traveler to find his way to any point with little, if any, trouble. A general map has been constructed, extending from ocean to ocean and each road or system of roads constituting a route is identified by letter and marked on the trails or roads.

The more well known national trails and their markings are the following:

A. The National Old Trails Road, extending from Washington, D. C., to Los Angeles, Cal. Marked with red, white and blue stripes on the telephone poles. About five miles apart are the monuments placed by the D. A. R. to mark the Santa Fe Trail. A steel enameled sign is fixed at every turn and cross road. Work completed from Kansas City to Los Angeles. The sign posting will be carried on to Washington and Chicago.

B. Lincoln Highway, from New York to San Francisco, marked with red, white and blue bands on telephone poles with letter L on the white.

C. River to River Road across Iowa and



GOOD WORK ON ROADS IN OZARK REGION.

the Kansas City-Omaha Scenic on the west side of the Missouri to Kansas City.

D. South Platte or Transcontinental of Nebraska from Omaha to Denver.

E. Ocean to Ocean Highway, from Indianapolis, Ind., crossing Illinois through Springfield, over Hannibal and St. Joseph road in Missouri, the Rock Island Highway in Kansas and through Colorado Springs to the west. Red and black bands on the poles.

F. Golden Belt Road, from Kansas City to Denver. Yellow bands on poles.

G. C. K. C. & G. Road, Chicago to the Gulf, marked with C. K. C. G. black letters on white.

H. "Mark Twain" Route, Chicago to Kansas City; Cannon Ball Route from Chicago to Hannibal; Hannibal and St. Joseph Road to Chillicothe, thence over C. K. C. & G. route to Kansas City.

J. Projected route, Chicago connection to National Old Trails Route.

K. Red Ball Route, St. Paul to St. Louis. Red balls on poles.

L. Interstate Trail, Des Moines to Kansas City.

M. Corn Belt Route, Des Moines to Kansas City.

N. Missouri North State Highway.

O. Midland Trail, Kansas City to Marshall, Mo.

P. South Cross-State Highway. Marked S. H. on telephone poles.

Q. Ozark Trails, Kansas City and St. Louis to Fort Smith and Oklahoma City.

R. Oil Belt Trail, Kansas City to Kansas oil field. Marked black derrick on white.

S. White Way. Kansas City to Colorado Springs and Denver. White bands on telephone poles.

T. Midland Trail, Kansas City to Colorado Springs and Denver. Red bands on telephone poles, black and orange bands in some places.

V. New Santa Fe Trail, Edgerton, Kas., to Lyons, Kas. Marked with Santa Fe Railroad trade-mark on telephone poles.

W. Meridian Road, Winnipeg, Canada, to Gulf of Mexico.

X. Sunflower Trail, Kearney, Neb., to Ellinwood, Kas. Yellow bands.

Y. Borderland Route, Dodge City, Kas., to El Paso, Tex., and Pacific Coast.

Z. Colorado to Gulf Road, from Big Spring, Neb., and Cheyenne, Wyo., to Denver, Colorado Springs, Pueblo, Trinidad and La Junta, connecting with National Old Trails Road.

THE OZARK TRAILS.

The Ozark Trails Association, promoting a network of some 1,500 miles of trails in Southern Missouri, Kansas, Arkansas and Oklahoma, was organized in 1912 and since then has been wonderfully active in promoting the work of straightening, shortening, widening the existing roads, constructing new roads and building bridges and culverts. The activities of this association mark a new epoch in the history of road-making in the Southwest. Connecting roads had to be built in places and the whole system of 1,500 miles properly marked. A simple system of marking makes the route so plain that anyone can follow it and not lose his way. The marking consists of white rings painted on telephone poles, trees and bridges and a copyrighted sign with green letters O. T. are shown.

The Ozark Trails System comprises a highway from St. Louis to Joplin, via Rolla, Springfield, Aurora and Monett; a highway from Kansas City to Joplin via Nevada, Lamar and Carthage; another highway via Olathe, Fort Scott and Pittsburg, Kan.; a road from Pittsburg to Emporia, Kan., via Chanute, Iola and Burlington; a road from Joplin, Mo., to Wichita, Kan., via Columbus, Oswego, Neodesha and Fredonia; a road from Rogers, Ark., to Neodesha via Bentonville, Gravette, Afton, Coffeyville and Independence; a road from Afton to Bartlesville via Vinita; a road from Oswego, Kan., to Muskogee, Okla., via Vinita; a road from Vinita, Okla., to Oklahoma



INDIAN CREEK AT ANDERSON, MO.

City via Tulsa and Sapulpa; a road from Joplin to Siloam Springs, Ark., via Neosho, Goodman, Anderson, Noel, Sulphur Springs and good roads connecting Joplin and Neosho with Bentonville, Rogers, Monte Ne, Huntsville, Springdale and Fayetteville.

Most of the roads included in the system are old, well traveled thoroughfares in excellent condition; others have been greatly improved so as to conform with the standard of excellence set and some are entirely new. The Joplin Special Road District, comprising parts of Jasper and Newton Counties, constructed during the past twenty years 180 miles of first class roads and expended \$648,934 on their construction. Other counties in Southwest Missouri and Northwest Arkansas have also made large improvements.

THE TRAIL OF THE LONESOME PINE

is the most recent completion of road in southwestern Missouri. It is a rock road of standard make and width following the meanderings of Elk River, dipping into verdant valleys and topping towering hills from the height of which can be seen miles of as beautiful scenery as can be found in America.

The "trail" in Missouri is fifty miles long. It begins in Joplin and ends on the banks of Elk River

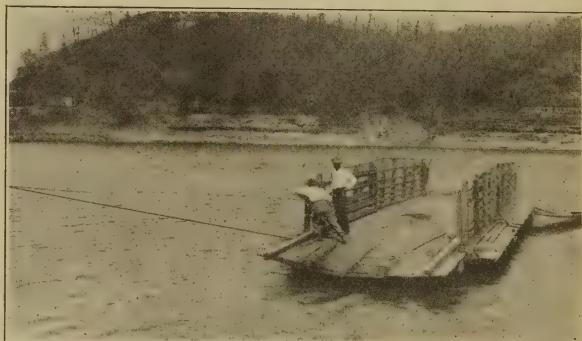
on the Arkansas border line. South of the state line the good work has been continued through the western part of Benton County to the Oklahoma state line. In every mile of this road nature has placed a pleasing surprise, as the tourist whirling by in his automobile cannot fail to realize.

Three years ago (1912) an association was formed in Joplin and incorporated as the Western Good Roads Association. The association set out for itself the task of building and promoting a rock high-

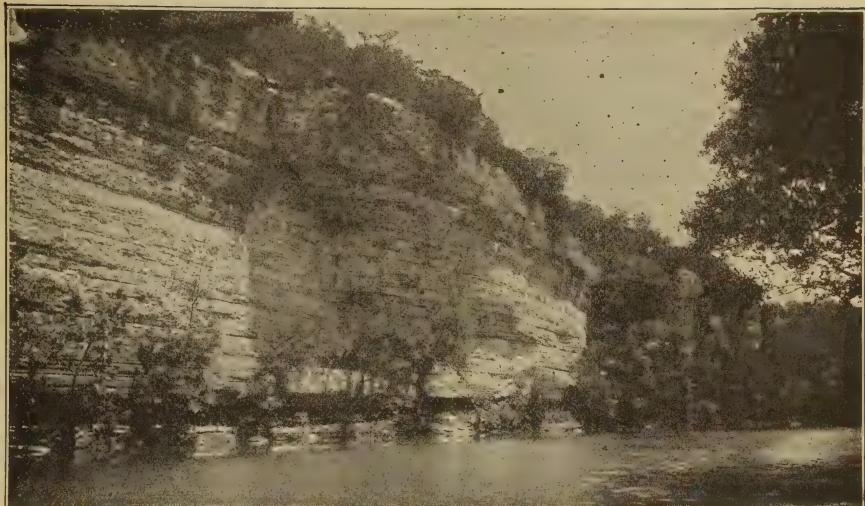
way from the Arkansas state line to Kansas City. Kansas Cityans joined in the movement and helped to promote the plan.

The first stretch of the road was built and finished in 1914. It extended from Joplin to Neosho. It shortened the route to that city about three miles. Four miles of this road alone cost \$13,500 and the entire road represents fully the expenditure of \$30,000 of cash and the untiring work of unselfish road workers. The next movement was to build from Neosho to McElhaney, thence to Goodman, Anderson, Lanagan and Noel.

Business men, professional men in these cities and the farmers en route joined with the Joplin roadmen and planned the route for the highway. They did not pick the easiest route but rather the best route, which was really the most difficult to build.



FERRY ACROSS AN OZARK STREAM.



BLUFFS ALONG ELK RIVER NEAR ELK SPRINGS, MO.

The road is practically completed to a point on the Arkansas line two miles south of Noel. Provision has been made by the McDonald County Court for a bond issue to cover construction of a steel bridge across Elk River. Until this bridge is completed a ferry boat at Noel, Mo., will carry vehicles across the river.

The entire fifty miles of road represent an expenditure in the last two years of approximately \$100,000. Some of this money came from the counties, some from special road districts, some from the Western Good Roads Association, but most of it from private subscription. Much of it from men only altruistically benefited—men with a hobby for highways.

The road starting from Joplin dips at Tipton Ford into the valley of Shoal creek. Clinging to the west bank of this stream it follows the contour of the stream on an even grade, cutting along the side of precipices to the outskirts of Neosho.

Going from the "City of Springs" the road rises from Shoal creek valley to the prairie plateau to the south and wends its way, still on grade, past prosperous farms. At McElhaney it twists into the famous Ozark fruit country and both sides are lined with fields of strawberries and vineyards. At Goodman it pushes its way between the largest orchards in the Middle West. In one stretch it drives through 2,500 acres of the finest apple trees in the state.

Leaving Goodman and still pushing southward, the white streak of highway dips downward again toward the famous Beaver Springs that announce the nearness of Anderson, metropolis of McDonald county. Here this highway noses along the murmuring waters of Indian creek. As the turbulent little stream hastens to join the Elk river, so the road forges through the thriving city until it meets the west bank of that historic stream.

The restless river has in the ages of its history cut a great gash in the rugged Ozarks, and so the roadmakers cut another slice from the remaining sides and laid their road along the west bank of the river, following its every turn and twist to Lanagan.

At Lanagan the river takes a devious route through a beautiful, fertile valley, so the roadmakers turned upward again, twisting and turning to the apex of a mountain. And when this apex is reached the tourist will stop and gaze for miles over the most beautiful scenery the sun shines upon in its daily smile upon Missouri. To the east and south and north the eye vision stretches into a verdant valley and is hypnotized by the sinuous winding of the sparkling river.

It is at this apex that one sees that "Lonesome Pine" standing in its solitary majesty beside the road. And it is from

this one pine that the road has received its temporary christening.

Starting again on the descent to meet the river, the road builders are now cutting a white streak on the face of nature. Great bluffs arise vertically from the river banks. The road cuts into the bluffs, rather it nestles in the bluffs, for the ragged, jagged rocks stretch in a shed over the road. They rise fully fifty feet in the air and arch out over the road. And so it runs in the shelter of the bluffs for a thousand yards and on into the beautiful town of Noel.

A couple of miles south is the Arkansas line and the terminus of Missouri's end of the road, but not the terminus of the road. For Arkansas citizens are not being outdone. From Gravette and Siloam Springs they are building north to meet

the road and take it down through the Ozarks of Arkansas.

The stretch of road between Noel and Sulphur Springs is practically completed. Concrete culverts are in course of construction. Before summer fairly begins the good roads system will be practically complete from Joplin to Neosho, Noel, Sulphur Springs and Siloam Springs and week end trips can be made to these ideal summer resorts, which have ample accommodation for visitors who wish to stay for weeks or months.

The roads from Kansas City and St. Louis to Joplin are old and well established and present no difficulties to automobile travel. Some of them need marking and in places need improvements to make them of standard width and quality, but can be traversed at any time.

Ozark Outings for Anglers

There are persons who have tried under the most favorable conditions, and have failed to catch fish in Ozark streams. They have been patient and painstaking about it, too, looking up the proper phase of the moon in the almanac, spitting on the hook, and otherwise observing the forms and ceremonies that might be known to them; but they have returned home empty handed.

"Yes, I had a nice time, they tell their friends with a tinge of sadness, "the Ozarks are beautiful, and the streams are the finest I ever saw—but you can't catch fish there. Oh, yes, there are fish in the streams—I saw 'em; but they won't bite."

Other anglers, thousands of them, go to the Ozarks and enjoy royal sport landing—or trying to land—desperately game black bass, rainbow trout, jack-salmon (pike-perch, wall-eyed pike) and channel catfish, or carry into camp long strings of toothsome crappies and "blue-gills."

What's the answer? Just this:

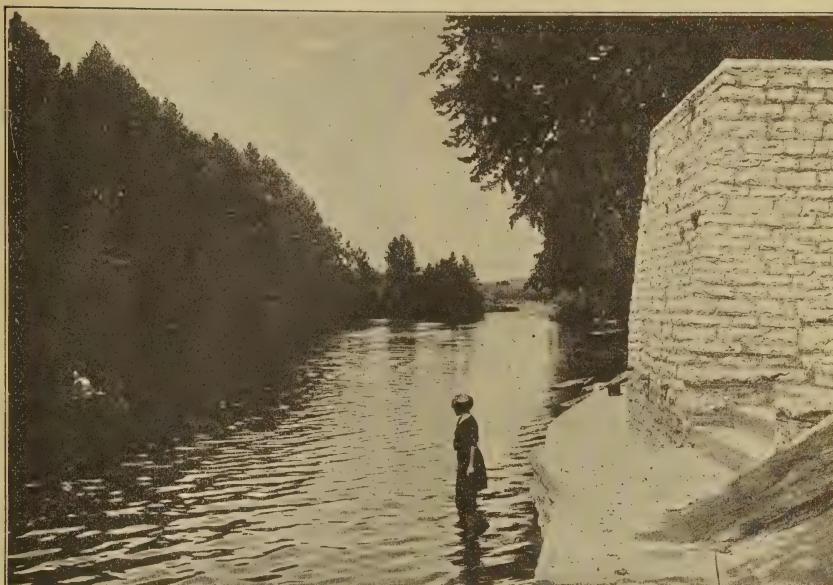
Those who fail (not considering of course, persons unacquainted with the first rudiments of angling and who couldn't catch pet fish in a hatchery pool) do not take into consideration one peculiarity of Ozark streams—their extraordinary and perfect clarity. Accustomed to fishing in more or less murky waters and where the fish, perhaps, have become used to noise and movement on the water above them, the unsuccessful anglers fail to appreciate the futility of careless tactics on a crystal clear stream inhabited by the wildest of game. An angler

may see a fish in the water and dangle the most tempting bait before his very nose without result, for the very patent reason that the fish sees just as plainly as it is seen. When conditions otherwise are ordinarily favorable, that is the one and only reason for failure to catch fish in Ozark streams.

It may seem incredible to skilled anglers that anyone should fail to observe some precautions against alarming the fish sought; but there are many persons (some of them seasoned fishermen, too) who will go clattering over the loose stones that



FISHERMEN'S YARNS.



BATHING BEACH, NOEL, MO.

border every Ozark stream, choose a conspicuous seat on the brink of a perfectly transparent pool, perform a series of more or less violent contortions incident to baiting a hook and throwing it into the water—and then wonder why the fish don't bite! Not even a crappie is simple-minded enough to yield to an approach of that character, unless it is unalterably determined on suicide.

As a matter of plain fact, the streams of the Ozark region are beyond compare the greatest waters in the Middle West. In the beauty of their matchless purity and the serene loveliness of the country through which they flow, there is nothing in America in their class; and they are populous with the gamest of game fishes. The black bass (the small-mouth principally) is the most numerous of the varieties represented, and he is there in legions. In the coldest streams where bass are less numerous there are rainbow trout, and no less an authority than Dr. David Starr Jordan asserts that rainbow trout in the Ozarks grow to greater size and perfection than anywhere else in this country, not excepting their original Rocky Mountain habitat. Pike-perch are fairly abundant and are taken in large numbers and sometimes of great size in the early spring and late autumn. Channel cat-

fish in this clear, cool, swift water are true game fish and stubborn and resourceful fighters. Crappie of two pounds and more are at times taken in the still pools of the larger and warmer streams, and sunfish and rock bass are everywhere there is sufficient water to swim them. In the less rapid streams there are yellow and black cats, red horse, buffalo and other varieties of lowly character of no interest to the angler in pursuit of finny aristocrats.

One glimpse of a little Ozark river is fit to bring tears of joy to the eyes of a fly-fisherman. If these streams had been made to order for his pleasure, they could not more completely meet all requirements. Romping over beds of clean white stones and sand, they turn and twist and double in their devious ways, here a brawling rapid, there a deep, shadowy pool under a ledge of stone; occasionally a fallen tree lying in the water, branches festooned with drift, and with a foam-flecked eddy on its down-stream side; shores of the deep pools generally open and free from any impediment to the back-cast, the "riffles" shallow enough to permit wading if one is careful; raincrows croaking false predictions in the trees overhead, quails whistling in the neighboring corn field, squirrels chattering, flowers blooming, sun shining—surely there are no fishing

streams quite so perfect. And, of course, their appeal is just as strong for the bait caster. Either, however, must fish "far and fine" if he is to tempt a rise from the heaviest and wariest of the bass or trout loafing in the shade of the rocky ledge, poised in the eddy behind the fallen tree, or foraging for minnows in the riffle at the head of the pool. The bait fisherman, too, must use caution if he is to get his share of the sport. He will catch the largest fish by baiting with a minnow, taking up a position in or beside a riffle some distance above a pool, and "feeding" his line down with the current until the bait is swept into the deep water—when there is likely to be a flash, a swirl, and a smash if the angler doesn't know his business and attend strictly to it.

The black bass, trout and sunfish of the Ozarks rise eagerly to the fly. Bass and trout take live minnows, and the bass strike readily at wooden minnows and spoons with flies or pork rind attached. Pike-perch and channel cat also respond to inducements of minnows, alive or artificial, and spinners with fly or pork trailers. Crappie take small minnows and sometimes strike eagerly at a very small spinner tipped with a minute sliver of pork. Crappie will take worms in the spring, and cat fish, sunfish and small bass grab them whenever opportunity offers. Worms are almost impossible to find in the Ozarks, and should be carried in by visiting anglers. A hundred minnows can be captured in twenty minutes by setting a glass trap, baited with cracker crumbs, in the gentle current at the side of a riffle in almost any of the streams, large or small. The trap should be set in water deep enough to submerge it. The fishing season extends from March, when the pike-perch are "running," to the latter part of November. Bass usually spawn in the Ozarks in May. The best bass fishing months are April, June, September and October. Trout spawn in the fall—some of the Ozark natives insist that they spawn twice a year in that region, spring and fall.

Some of the particularly good and easily accessible fishing streams along the Kansas City Southern are:

Indian Creek, upper waters, reached from Goodman, Mo. Lower Indian Creek was famous fishing water until a few years ago, but recent agricultural activity near it, including the removal of trees from adjacent farm lands, has caused it to lose some of its former clearness.

Elk (or Cow-skin) River, reached at Elk Springs, Mo., or Noel, Mo., one of the most beautiful streams in the Ozarks. The best

fishing in midsummer will be found in the upper waters, which can be reached by a stage drive of about six miles to Pineville, where Big and Little Sugar Creeks, tributaries, join. Between Pineville and Cyclone there is fine fishing water, eight or ten miles of it. Butler Creek, which flows into Elk River at Noel, also provides good sport.

The Spavinaw, reached from Sulphur Springs, Ark., yields a lot of fun with the rod, and there are rainbow trout in the little lake in the park in Sulphur Springs. Other streams, including Butler Creek, are within a few miles of Sulphur.

The Spavinaw also can be reached by a ride or walk of one and one-half miles from Gravette, Ark. Ten miles from Gravette is the Osage River.

The Illinois River and Flint Creek are two beautiful streams, alive with game fish, that are reached from Siloam Springs, Ark. The bass angler can find his fill of fighting there, and there are innumerable fine camp sites along the streams.

The Illinois river also may be reached from Ballard, Okla., eight miles down the line from Siloam Springs. The river is one and one-half miles from Ballard. Ballard creek and McCoy Lake, both well stocked with game fish, also may be reached easily from that point.

Ballard creek and Barron Fork may be reached from Westville, Okla., and both are fine fishing streams at that point. Ballard creek is two miles north of the town, Barron Fork four miles southwest.

Poteau, Okla., is the station point for Black Fork and Poteau rivers and Terral, Long, Clear, Cavanal, Poteau and Horse-shoe lakes, all offering good sport with black bass and other game fish.

From Mena, Ark., may be reached the Ouachita river, the Mountain Fork, the Cossatot river, the Kiamichi river and Board Camp creek. All are swift, clear, mountain streams of spring water, famous as fishing places.

From Mena immediately southward to Hatton and Wickes Station there are some of the finest fishing streams in the Ozark region. Here will be found roaring mountain torrents, too cold to be habitable by other fish than trout, and a number of large streams swarming with black bass, pike-perch, channel catfish and game of lesser degree. Streams are everywhere, and the angler can fairly wallow in sport of his own choosing, casting his lure, if he likes, into waters that probably never be-



BLACK BASS, SALLISAW CREEK, OKLA.

fore wet a line. Bog Springs, reached from Hatton Station, and Baker Springs, reached from Wickes, are both health resorts and have accommodations for visitors. In the immediate vicinity of both there is good fishing and to spare.

The White river, famous the country over as a fishing stream, is accessible to visitors to Eureka Springs, reached via the Kansas City Southern, connecting with the Missouri & North Arkansas railroad at Neosho, Mo. The M. & N. A. crosses the White river six miles north of Eureka, at a station called Beaver, formerly known as The Narrows. There is a picturesque, rustic hotel at Beaver, and the river, here found in its upper reaches, is within fifty yards of the station. Other smaller streams are in the immediate vicinity.

Vacation dreams come true in the Ozarks, a land of smiling skies, natural beauty, ever changing scenery, crystal springs and streams, caves and cliffs, restful repose, splendid fishing, and outdoor exercise.

THE O'JOE CLUB HOUSE, NOEL, MO.

Mr. L. J. Richardson of Sulphur Springs, Ark., has recently purchased the O'Joe Club House at Noel, Mo., and will completely renovate and improve the property. It is not yet known to what use the property will be put, but his hundreds of friends in Kansas City and elsewhere will be glad to know where to look for him when they go on their outings and fishing expeditions to Noel, Mo.

The O'Joe Club was organized by a number of citizens of Pittsburg, Kans., in 1894, and the Club House was erected on a bluff at the junction of Butler creek with Elk river, one of the most beautiful spots in the Ozarks. It was a famous resort with the Pittsburgers, who, sitting on the veranda overhanging the stream and watching the fish swimming in the clear water below, regaled themselves and each other with fishing yarns which were entirely original and more wonderful than any of those related at other places where fish ordinarily swim and occasionally bite. The fishes that got away were always bigger in Elk river than in any other stream.

The Great Ozark Trail from Kansas City to Joplin and thence via Neosho to Noel, Sulphur Springs and Siloam Springs, where it will be known as The Trail of the Lonesome Pine, passes close by the O'Joe Club House to the ferry and more summer outers, fishermen and week-enders will come to Noel, Elk Springs and Sulphur Springs than ever before, and beyond doubt the Club House will become more popular than ever.



O'JOE CLUB HOUSE, NOEL, MO.

The Fruit Crop of 1915

A general estimate of the fruit and truck harvest of Arkansas was made by the editor of "Arkansas Fruit and Farms," published at Fort Smith, and dated May 15th:

Bumper Fruit and Truck Harvest in Arkansas Now in Sight.

"Estimate on peach shipments, 7,000 cars; cantaloupes, 2,500; strawberries, 2,000; Irish potatoes, 3,000, and heavy express shipments of blackberries, cherries, plums, and other small fruits. There will also be a heavy car lot movement of melons and grapes, and this fall will see many cars of sweet potatoes shipped to northern markets. There will be several cars of "Cukes," and tomatoes will also move, and it is predicted that the canners will put up thousands of cases of tomatoes, peaches, apples and other products. The home canner will be kept busy the rest of the season on thousands of farms in Arkansas, canning the surplus for winter use. The girls' canning club will sell a nice little surplus of their "H Brand" of tomatoes, beans, etc. Arkansas will produce the greatest diversified crop from orchard, farm and garden ever yet grown in this state. A better pack will be the rule and organized co-operative marketing will be followed generally.

"Arkansas will also produce a normal apple crop, except in Ben Davis and Gano old orchards. We predict a 5,000-car crop, including car lot movements, and that handled by the canners, evaporators, vinegar plants, and other channels."

This, of course, does not include the crop of Southern Missouri, Eastern Oklahoma, Louisiana or Eastern Texas.

Strawberries, as usual, began to move in Southern Texas and Louisiana early in March. A frost about the 21st of March reduced the extra early crop about fifty per cent. The Louisiana growers expected to ship about 2,000 carloads. This quantity was considerably reduced and reached the market later than usual. Northeast Texas suffered from frost to some extent, but not seriously as was anticipated.

Southern Arkansas had a profitable strawberry crop. The bulk of it, about 20 carloads, came from Horatio and yielded about \$25,000. The berries sold readily at prices ranging from \$2 to \$6 per crate, with an average price of \$1,000 per carload. The shipments were nearly completed about the 15th of May.

About a week later the berry fields in Crawford, Benton and Washington counties, Ark., and Newton and McDonald counties, Mo., became the centers of great activity. There are about 5,000 acres of berries in bearing condition in this section, the largest acreage, 1,000 acres, being in the vicinity of Neosho, Mo. The crop was handled by about fifty berry growers' associations, about thirty-five of which have a membership in the Ozark Fruit Growers' Association.

Up to June 10th the three associations of Neosho, Mo., had shipped 105 carloads of strawberries. The towns of Aroma and Belfast have shipped 23 carloads each; Tipton Ford had 7 carloads, and Seneca, Mo., 35 carloads. Including the express shipments, Newton county, Mo., will have shipped in all more than 200 carloads, yielding a revenue of about \$180,000.

Sarcoxie, Mo., expected to ship 80 carloads, and large shipments have been made from Anderson, Noel, Goodman, McElhaney, Billings, Butterfield, Carthage, Logan, Monett, Marionville, Pierce City, Purdy, Republic and Verona in Missouri, and Avoca, Fayetteville, Farmington, Garfield, Johnson, Gravette, Decatur, Gentry, Rudy, Rogers, Springdale, Siloam Springs, Sulphur Springs and Van Buren in Arkansas. Southwest Missouri and Northwest Arkansas will have shipped more than 1,000 carloads this year, against 748 carloads last year. Eastern Oklahoma, Central Arkansas and the Eastern Arkansas uplands will have 1,000 or 1,200 carloads also.

The peach crop for 1915 promises to be an extra large and fine one. The East Texas crop, to be harvested between June 15th and July 15th, is estimated to amount to between 3,500 and 4,000 carloads. A full crop will not be obtained this year, but according to the reports obtainable, it is "better than fair." Marshall, Tyler, Winnsboro, Jacksonville, Maud, Omaha, Cooksville, Naples, Mt. Vernon, Mt. Selman, Chandler, Athens, Morton, Alto, Lindale, Bullard, Troup and Overton will furnish a large part of the crop.

It is roughly estimated that Oklahoma will have, at the smallest calculation, about 2,500 carloads of peaches this year. This crop is considerably larger than that of 1912, the big year. There are many new orchards in bearing. The Elberta movement will commence in the southern part of

Oklahoma about July 25th and in the northern part August 1st to 5th. The Elberta crop will be packed entirely in bushel baskets. The Early Wheelers will begin to move about June 20. They will be packed in four basket crates and bushel baskets. Most of the shipments will come from the following named places: Wynnewood, Okla., 125 to 150 carloads, about 30 of which are Early Wheelers; Ardmore will have between 60 and 75 carloads; Comanche, 50 carloads; Ada, 75 to 100 carloads; Jones, 40 to 50 carloads; El Reno, 200 to 300 carloads; Guthrie and Logan county, about 600 carloads, 300 to be loaded at Guthrie; Oklahoma county, 250 carloads, nearly all Elbertas; Eufaula, 34 carloads; Checotah, 200 carloads; Elbertas; Muskogee, about 100 carloads; Tecumseh, 30 carloads; Elgin, 4 carloads; Cement, 20 carloads; Jones, 50 carloads; Tyrola, 5 carloads; Mustang, 75 carloads; Wetumpka, 40 carloads; Perry, 40 carloads, and Chandler, 25 carloads.

Arkansas is estimated to have between 1,700 and 2,500 carloads of peaches. The yield will not be as great as in 1912, but there will be a good average crop. Reports are incomplete, but as far as they go the following shipments will be made: Morrilton, Ark., 50 to 60 carloads, all Elbertas; Dardanelle, 85 to 100 carloads; Lamar, Ark., 400 carloads; Alma, 150 to 200; Dyer, 50; Russellville, 150; Rudy, 175 to 200; Altus, 30; Gentry, 16; Scranton, 7; Van Buren, 400; Centerton, 50; Decatur, 60; Imboden, 25; Houston, 5; Camden, 10; Greenwood, 65 to 75; Loudon, 50; DeQueen, 25; Hope, 100; Coal Hill, 100; Dierks, 8; Plainview, 15; Hardy, 40; Rover, 15; Atkins, 15; Fletcher, 6; Winslow, 6; Horatio, 50; Dover, 300 to 400; Lowell, 25; Lockesburg, 20; Highland, 800; Bentonville, 75; Benton county, 500; Washington county, 200; Rogers, 175; Avoca, 47; Garfield, 40; Siloam Springs, 84; Felker, 7; Gravette, 5 carloads. The foregoing is the estimate up to June 10, 1915, and this may vary considerably from the actual shipments.

Southern Missouri, particularly Newton, McDonald, Jasper, Lawrence, Barry and Green counties, will also have large peach crops. The earlier varieties of peaches will begin to move about June 10, the heaviest shipments, mostly Elbertas, will move between July 10 and the end of the month. Early peaches in Georgia (the Mayflower, Alexander, etc.) began to move in carload lots on June 4th.

Grapes in carloads will be shipped this year from Neosho, Mo., and considerable quantities will be shipped from Anderson,

Mo., Rogers, Monte Ne, Tontitown and other points in Arkansas.

The Cotton Belt Railroad in Texas expects to transport this season 720 carloads of tomatoes, 1,471 carloads of peaches, 8 carloads of cantaloupes, 15 carloads of cabbage, 108 carloads of potatoes, 78 carloads of watermelons. About 400 carloads of peaches are expected to come from Marshall on the Texas & Pacific Ry., and Montague county will have about 800 carloads.

The apple crop in Missouri and Arkansas promises to be a large one. Mr. Lewis Erb, of Cedar Gap, Mo., May 11, 1915, writes to "The Packer" as follows:

"According to my idea it will be a long time before this country will produce a general apple crop as large as that of last year and for that every grower and dealer should be thankful.

"As you may know, the apple growers, especially those of old Missouri, are pious men (of course there are some exceptions), and my advice to them is not to pray "Lord bless us abundantly," for that means \$1.50 for No. 1 Ben Davis. It is far better to pray for moderate blessings or not pray at all and get \$3 for No. 1 Ben Davis. Put it down as coming from me that whenever No. 1 apples have to be sold for less than \$2 there isn't a cent in the business for the grower.

"But you want to know what the prospects are in Missouri. To tell you the truth I don't know. Missouri is a big apple state—got more apple trees in it than any other state in the Union—and it is likely that the Ben Davis—that best of all apples—in the northern part of the state had a good bloom and will therefore give promise of an abundant crop. At any rate, I have some reports to that effect. But when it comes down to Southwest Missouri and Northern Arkansas, what is called the Ozark Apple Belt, your Uncle Ben had only a moderate and very uneven bloom, so that according to my judgment it cannot produce exceeding 25 per cent of an average full crop. It is true some trees, especially the young ones, had a full bloom and are now heavily set with little apples, and then you can occasionally find a whole orchard which indicates about a full crop, but in the great majority of orchards there can be found rows after rows of Ben Davis trees with not a single apple in evidence. Other rows, not far away, show apples only on one side or the other of the trees, and then again in close proximity you can find trees, in no better soil, very heavily loaded all over with fruit. Why this is so I don't know, unless it be that the Ben Davis apple trees held a meeting in

our otherwise blessed Ozark section and decided unanimously on the order of a woman's suffrage club, to go on a strike because of the abuse that has been heaped upon their offspring during the last few years by an unreasoning, ungrateful public.

"Now, while what I have said is true of the Ben Davis 'to my best belief and knowledge,' I am pleased to announce that about all other varieties give excellent promise of full crops. The Jonathans, Missouri Pippins, Huntsman, York Imperial, Clayton, Willow Twigs, Arkansas Blacks, Mammoth Black Twigs are simply loaded with fruit, and the Ingram, that great late keeping apple, will have to be severely thinned to carry its fruit. Fortunately a very large per cent of these varieties have made their home in my orchards. The Ben Davis is all right, but I don't believe in 'putting all your eggs in one basket.' Of course, the great bulk of apple orchards throughout this Ozark section are composed of Ben Davis and so the crop as a whole can only be a moderate sized one."

The truck growers of Southern Texas and Southern Louisiana have been very active during the winter and early spring months

and winter vegetables, such as radishes, beets, cabbages, lettuce, etc., have been moving freely. The onion shipments from Laredo, Tex., have amounted to 3,724 carloads. The winter cabbage crop has been out of the way for some time and the early spring crop is now moving from Lake Charles and other points in Southern Louisiana. The Texas tomato crop began moving May 15th and it is estimated will reach 1,500 carloads. Early potatoes have been moving for some time from Texas and Louisiana. Southern Arkansas has been shipping some since June 1, but the heavy movement from the Arkansas Valley will begin about June 14th. The Arkansas Valley crop has been increased about 25 per cent over the crop of last year. Early vegetables in car lots have been moving from Gillham, Ark., for several months, and other places have made numerous express shipments. Cannery stock has been or is being contracted for in large quantities by the canneries at Neosho, Mo., Decatur, Gravette, DeQueen, Shreveport, DeRidder and Lake Charles, and large acreages of tomatoes, sweet potatoes, peas and beans will be planted. The cantaloupe crop, it is estimated, will amount to several thousand carloads.

The Zinc and Lead Mining Industry

Zinc ore containing sixty per cent of metallic zinc in 1912 sold at \$64.50 per ton. This, at the time, was considered an unusually high price, and zinc mines were considered profitable enterprises. The year 1913 and first half of 1914 presented considerable fluctuations in ore prices, but on the whole yielded a profit in good mines. The sudden outbreak of the war in Europe brought about a slump in ore prices which caused many of the less productive mines to temporarily cease operations, and at about the end of the year ore prices went as low as \$35 per ton. Since then there has been a steady increase, bringing values up to \$60 per ton by the beginning of May. After that prices went up in long leaps, first \$70 per ton, then \$80, \$90, and by June 4th had reached \$112 per ton. On June 14th the price was \$135 per ton, metallic zinc or spelter selling at \$500 to \$550 a ton.

It is unnecessary to say that all mines and prospects capable of yielding ore, all the old piles of tailings are being worked to the limit at the present. Zinc ore, which is worth four times as much as it was a

year ago, is worth going after as a matter of course.

When the price of ore reached \$100 Joplin, the town that Jack built, became enthusiastic and started a subscription to bring the Carthage band to Joplin. By the time the uniformed players, instruments in hand, arrived in Joplin the price per ton paid for zinc ore had reached \$105. Before the first piece was played the price was \$105.50; by the end of the second selection it was \$106; when the program was half played \$110 had been paid, and before the closing march was finished \$112 per ton had been paid for local zinc ore. It was reported that 700 tons were sold in one deal at a base price of \$110 per ton. The average price for ores between June 1 and June 4 was over \$100 per ton, and one company sold approximately 1,000 tons at that figure.

The last month, April-May, has seen a wonderful revival in the zinc smelting industry in the Joplin district. The smelters at Cherokee, Iola, Bruce and Pittsburg, most of which had been dormant for several years, have suddenly awakened, have under-

gone repairs at top speed and have been placed in operation employing half a thousand people. Several new smelters are to be built immediately.

With zinc metal selling at \$500 a ton, zinc ore selling at \$110 a ton and with a continuation of the strength of the present market assured by future orders, which will take up the entire production of metal for a year, the values produced in the zinc industry will far exceed those of the gold and silver production of the United States. The value of the spelter (metallic zinc) made from the Joplin ores is valued at \$120,000,000. The greatest valuation of Joplin zinc ores was in 1912, when the value reached \$18,000,000. The district produces about 300,000 tons annually, and at the valuations of 1915 should reach a value of \$30,000,000, and it is thought that under the stress of present conditions the output will be increased to 400,000 tons.

Lead ore buyers were paying \$75 per ton on a basis of 80 per cent metallic lead on June 20, 1915, and the lead market is stronger than ever.

Pittsburg, Kas., June 8.—The old smelter days are back in Pittsburg. The zinc boom

in the Joplin district has been followed by a revival of the industry which gave Pittsburg its standing as an industrial center twenty-five years ago. Smelter men who moved to the gas belt fifteen years ago are returning to the Pittsburg district. Plants long idle again are running seven days a week.

The Joplin Ore and Spelter Company opened the old North smelters at Pittsburg several weeks ago under a lease. The plant had not been operated for nine years. One hundred and fifty men are employed there, and eight furnaces are being added.

The Pittsburg Zinc Company resumed operations of its smelter plant several weeks ago. Work is in progress on additional blocks and furnaces there. The smelter at Bruce, near Cherokee, also was opened a few weeks ago. The construction of two or three new smelter plants immediately is anticipated.

Coal operators and coal miners are enthusiastic over the prospects. The demand for coal has been slow and the mines have been working irregularly. With several smelters in the field there will be a demand for coal which will keep the miners busy.

The Natural Resources of the Country Along the Kansas City Southern Railway

We do say that the Kansas City Southern Railway passes through a greater variety of soils, climate, scenery and natural resources, in proportion to its length, than any other railroad in this country, and the facts will readily bear out this statement.

From Kansas City south to Joplin, Mo., about 155 miles, is an old, well-settled section of country, famous for its production of grains of various kinds, and its production of beef cattle, hogs, horses and mules. The feeding and fattening of live stock is one of the principal agricultural pursuits. In the same area extending from Amsterdam to Gulfton, Mo., and from Rich Hill, Mo., to Cherokee County, Kas., is a great bituminous coal field with a gross production of seven million tons of coal per annum. Scattered throughout this area are great beds of clay and shale suitable for the manufacture of brick, sewer pipe and other clay products. Gas and oil have been found in many places and rock asphalt is also present. Some sixty thousand or more people are dependent on the coal mining industry, of which

Pittsburg, Kas., is the financial and commercial center. Most of the country traversed is rolling prairie land, nearly all of it in a high state of cultivation, except where mining operations are carried on.

From Gulfton south to Neosho, Mo., the line passes through the greatest lead and zinc mining district in the world. This mining district extends into Northern Arkansas, Kansas and Oklahoma, and has an annual production of lead and zinc ores varying from \$14,000,000 to \$18,000,000. About 75,000 people are dependent on this industry in various ways. The land, where not mined, is generally in a high state of cultivation, being devoted to grain and live stock near Joplin and to grain, live stock, fruit, poultry and commercial truck near Neosho, Mo. Joplin, Mo., population about 48,000, is the banking center for this lead and zinc mining district.

Between Neosho, Mo., and Watts, Okla., is part of the great Ozark Fruit Belt, extending eastward about seventy-five miles. It was originally a hilly, more or

less timbered country, replete with magnificent scenery. About five-sixths of the area, comprising Newton and McDonald Counties, Missouri, Benton and Washington Counties, Arkansas, and Adair County, Oklahoma, is well suited and devoted to general farming and the raising of live stock, the production of apples, peaches, berries, poultry and eggs, and commercial truck is valued at three to five million dollars annually. There are said to be about eight million apple trees and three million peach trees in this section. The apple crop for the two counties in Arkansas for 1914 has been estimated at one and one-half million bushels. In this region are several large fruit and vegetable canneries, vinegar factories, numerous fruit evaporators, distilleries, etc., and between three and four thousand carloads of fruits, truck, poultry, eggs and fine live stock are handled annually. Health and pleasure resorts are numerous in this section, the most noted being Sulphur Springs, Siloam Springs, Neosho, Monte Ne and Eureka Springs, Ark., and Noel, Mo.

From Watts, Okla., to Heavener, Okla., is a section of country quite varied in its resources. The country, while more or less timbered, is undulating rather than hilly, except in the southern part, where several well defined mountains cross the country. While it sustains several good towns and the city of Fort Smith, with its population of 38,000, the country is still thinly settled as compared with the country farther north. Most of the land under tillage is devoted to general farming, the raising of grain, corn, cotton and the production of live stock, though Irish potatoes, peaches, berries and commercial truck are produced in large quantity. In some years from twelve to fifteen hundred carloads of Irish potatoes have been shipped from the Arkansas valley, and shipments of three or four hundred carloads of strawberries and peaches are not uncommon.

A bituminous and semi-anthracite coal belt lies between Sallisaw and Heavener, extending northeast and southwest about eighty miles, being part in Arkansas and part in Oklahoma. The annual production of the Arkansas field is about three million tons, that of Oklahoma somewhat larger. The Kansas City Southern main line runs through part of this field, and the Fort Smith branch and the Arkansas Western branch are entirely within it. The presence of petroleum is confidently anticipated at many places in this area, but

has not yet been commercially developed. Gas in enormous quantity has been developed at Poteau, Okla., and has also been found on the Mazzard Prairie near Fort Smith. In the vicinity of Marble City and Bunch, Okla., are immense deposits of superior limestone classified as marble, and near Stilwell, Okla., along Illinois River, are chalk deposits suitable for the manufacture of cement. The famous yellow pine begins near the Missouri state line and extends southward to within fifty miles of the Gulf. Close to the railway it has been cut out and manufactured. Hardwoods suitable for the manufacture of lumber, furniture, wagon timbers, implements, railroad ties, cooperage stock and other purposes are abundant at most stations between Neosho, Mo., and Heavener, Okla.

Between Heavener, Okla., and DeQueen, Ark., is mountain country, well timbered and watered. In this stretch of country are included LeFlore County, Oklahoma; Scott, Polk and part of Sevier Counties, Arkansas. About three-fifths and probably more is tillable for the ordinary crops of this latitude, corn, cotton, grain of all varieties, forage, commercial truck and fruits and perhaps one-third of the tillable area is under cultivation. All of the land is good for stock raising and much of it, perhaps too steep in places to use farm implements, is exceptionally good for fruit growing. Originally there was much fine pine timber close to the railway. Much of this has been cut out, but the numerous saw mills there now will manufacture pine lumber for years to come. Excellent hardwoods are abundant and there are good opportunities for hardwood mills making cooperage stock, wagon timbers, furniture stock, implement stock, handles, railroad ties, etc.

Minerals of several kinds crop out in various places. At Page, Okla., is an enormous bed of asphalt (grahamite). In Polk County, Arkansas, and the adjacent Montgomery County are about forty square miles of slate in five different colors and of excellent quality. In Polk and Sevier Counties are well-defined veins of antimony ore, and lead and zinc ores apparently are abundant. Manganese and iron ores are found in many places, and copper and other ores have also been found. In Scott County are vast beds of coal, some of them being mined. Prospecting for mineral ores is done from time to time and several good mines exist near Gillham, Ark.

From DeQueen, Ark., to Shreveport, La., is a section of country rich in agricultural resources. The country is gently undulating and the soil is exceptionally good for the cultivation of corn, cotton, alfalfa, all varieties of forage, grains and grasses and in time an enormous live stock industry will be developed here. The Red River, Little River and Sabine River bottoms are famous for their fertility and much of the upland is as good as bottom lands found in other localities. About one-fourth of the area is under tillage. The cities of Texarkana, Tex., and Shreveport, La., Ashdown, Ark., and Mansfield, La., are located in this region. Pine lumber is manufactured on a large scale and good hardwoods are abundant. Nearly all this region is underlaid with enormous beds of lignite or brown coal and good clays and shales are found in many places. They are well suited for the manufacture of brick, tile, sewer pipe and pottery of all kinds. Glass sands crop out in many places and glass factories are in operation at Texarkana and Shreveport.

Between these two cities, and extending to Mansfield, La., is a great oil field which in 1913 produced 12,000,000 barrels of petroleum and is being extended north and south, as well as east. Gas wells of enormous capacity have been developed at Shreveport, Mooringsport, Vivian and Mansfield and numerous cities and towns are supplied with fuel and light from this source. Oil has been developed in large quantity in Sabine Parish, south of Mansfield, La., and many borings have been made north and south, say from DeQueen, Ark., to Leesville, La. In Sevier County, Arkansas, are asphalt beds and in former years salt was manufactured. Chalk and cement clays in vast deposits are in Little River County, Arkansas, near Wilton, sufficient in quantity to run a 1,000-barrel plant 700 years. Another enormous deposit of chalk is found about fifteen miles northwest of Ashdown, Ark. Cass County, Texas, contains immense beds of iron ore which are being mined in places. Other deposits are found along the Sabine River, but are not yet accessible by rail.

The country between Shreveport and Beaumont and eastward to Lake Charles supplies the long leaf yellow pine timber, used in all kinds of construction where great tensile strength is needed. About one hundred saw mills, some of them capable of cutting 150,000 feet of lumber per day, are located in this region. The available long leaf pine timber convenient to the railway will keep the mills in opera-

tion for about a quarter of a century. Along the Sabine, Neches and Calcasieu Rivers are great supplies of hardwood timbers, which in course of time will be manufactured. Farming operations at present constitute a minor industry, which, however, is growing to larger proportions from year to year. The land where denuded of its timber is being converted into farms, which yield good crops of corn, oats and other grains, cotton, sugar cane and forage of all kinds. As a forage-producing country it is unexcelled, and with its splendid climate, abundance of good water, long growing season and open pasturage, can carry more live stock to the acre than any Northern territory. It is being rapidly colonized in several localities and in a few years will become famous as a live stock producing region.

An oil industry was developed in the vicinity of Beaumont in March, 1901, which reached its maximum output in 1905, since which time there has been a decline in the production. The output is still very large and is maintained by boring new wells, which now cover a wider area. The oil refining industry is centered at Port Arthur and Beaumont, the oil being piped from Oklahoma, Northern and Southern Louisiana and points in Texas to these refineries. The largest sulphur deposits in the world are located about seven miles east of Lake Charles, La., and indications of other deposits have been found near Leesville and DeQuincy, La., and near the latter place are also indications of asphalt. Immense deposits of rock salt are mined near New Iberia, La., but in the numerous oil borings in Calcasieu Parish, La., rock salt was also encountered. Pottery and brick clays of good quality are found in hundreds of places and fuel is abundant. Shreveport, Texarkana, Mansfield and Beaumont have large clay-working plants.

The coast country of Texas and Louisiana lying south of Beaumont, Lake Charles and Houston is the great rice-producing section of the United States. Altogether about half a million acres of land are devoted to this crop. Corn, cotton, sugar cane for syrup and forage are produced in large quantity, and much live stock is raised. Extra early vegetables are raised and shipped to the Northern markets, and within the past ten years the cultivation of oranges and figs has assumed commercial proportions. Figs are preserved at factories near Houston and at Beaumont, Tex., and at DeRidder, La.

Port Arthur, population about 15,000, is

the Gulf terminus of the Kansas City Southern Railway and is the point of export for enormous quantities of crude and refined oil, lumber and export timbers, cotton and cotton seed products, wheat and mill products and packing house products,

etc. The commerce of the port in 1913 was: Exports, \$25,254,482; imports, \$2,284,104; coastwise, \$21,465,000; total, \$49,003,586. The export, import and coastwise traffic of 1914 amounted to \$86,000,000.

THE CEREAL CROP OF 1915.

According to the report of the U. S. Bureau of Crop Estimates, dated June 8, 1915, a wheat crop of 950 million bushels, the greatest ever raised in any country, and 59 million bushels more than last year's phenomenal crop is indicated. This estimate is based on an allowance of normal impairment between now and harvest. Should the present conditions be maintained the crop may reach a round billion bushels, enough to provide 385 million bushels for export after home requirements are met. The average crop in the five years ending with 1913 was 686 million bushels. The acreage planted in wheat in 1915 is 59,417,000 acres, in oats 40,193,000 and in barley 7,393,000 acres.

THE GREATEST COTTON CROP OF THE UNITED STATES.

The greatest cotton crop ever grown in the United States was raised in 1914. The census bureau shows 15,873,000 running bales, or 16,102,000 equivalent of five hundred pound bales. By states, Alabama, 1,750,000; Arkansas, 1,015,000; Florida, 80,000; Georgia, 2,750,000; Louisiana, 447,000; Mississippi, 1,244,000; Missouri, 81,000; North Carolina, 925,000; Oklahoma, 1,261,000; South Carolina, 1,524,000; Tennessee, 382,000; Texas, 4,584,000; Virginia, 25,000; all others, 63,000.

The census bureau places the value of crop to the farmers at \$704,000,000, as compared with \$911,000,000 last year.



CORN FIELD NEAR DeRIDDER, LA., JUNE 14, 1915.

Colonization Work in Western Louisiana

Beauregard Parish, organized only three or four years ago, has been fortunate in several things. It had and still has enormous acres of splendid pine forests, from which the timber is being removed and large areas have been denuded in years past. The manufacture of lumber has been its greatest industry for nearly twenty years, and will continue so for twenty years more; but during its existence it is preparing the foundation for a still greater industry, the tillage of the land from which the timber has been removed.

There are very few localities now in the United States where land, in sufficient acreage, may be had to warrant organized colonization. The expenditure in an effort of this kind is necessarily large, and, as the land must be sold at very moderate prices, a movement of this kind is only warranted when a large acreage is available. The number of people resident in a given area, naturally determines the value of the land within that area. Isolation is the bane of life on the farm. The most expensive piece of land a man can buy, is a farm remote from railway transportation, from good roads and from a good trading town. It is expensive if taken as a gift, because it has no attractions to bring new neighbors and friends, lacks educational facilities and the amenities of social life; its lack of easy

transport of the farm's products places an embargo on them, which means a continuous loss of time and money. At the end of half a lifetime, the land is worth no more than was originally paid for it.

Organized colonization is planned always to avoid and overcome difficulties of this kind. The selection of the location of the land is determined by its railway facilities, proximity to good trading towns, quality of the soil, climatic conditions, development of adjacent country and many other considerations. When land is to be judged by hundreds of prospective settlers it requires excellent judgment and practical knowledge of matters pertaining to agriculture to determine upon a location which will meet all requirements and insure ultimate success to the settlers. A certain percentage of these will fail to attain success, no matter where placed, but if 90 per cent succeed it is not necessary to worry about the 10 per cent who do not succeed, because the fault is in the settler and not in the land.

A most practical example of the possibilities of colonization work is shown in the settlement of the cutover lands near Bon Ami, La., and Oretta, La., which are being rapidly settled up by farmers from Kansas and Missouri, through the American Farm Lands Company of Kansas City, Mo. During the year 1914, this company sold, in the



GERMAN MILLET, ORETTA, LA., JUNE 18, 1915.



SOUDAN GRASS, ORETTA, LA., JUNE 18, 1915.

vicinity of Bon Ami and Carson, 20,550 acres at an average price of \$17.50 per acre. There are now settled on these lands between 325 and 425 people, between sixty-five and eighty-five families, who have built that many farm houses and have done an immense amount of fencing, well digging, plowing, etc. From 1,000 to 1,500 acres have been put under tillage, and more land is being made available every day. The settlement has two new school houses, a general store, post office, and twenty miles of new roads. Many of these new settlers have gone through their first year, and nearly all of them have done very well.

The new settlement of Oretta, comprising about 26,000 acres, located near the town of De Quincy, La., is now being rapidly colonized. About 15,000 acres of this tract had been sold by February 15th, and at that time about 150 new people had established themselves on the lands. About forty farms had been opened by the middle of March, and new settlers with their household goods and livestock are arriving every week. Farm houses are going up in all directions, the new arrivals hastening to get their land in shape for the crops of 1915. Besides the new railroad station, Oretta has now two general stores, post office, lumber yard and a number of new buildings going up on the townsite.

The new settlers in this part of Louisiana are all farmers of practical experience and

nearly all of them have good work stock. Deep tillage is the rule, and those who have been on the ground long enough to raise a crop, as at Bon Ami and Carson, are amply demonstrating that the productiveness of the soil has never been adequately realized by the local farmers. The average land holdings among the new settlers are eighty acres per family, though some have larger holdings. Livestock raising promises to play an important part in the farm economies of the new communities, and a large acreage is being devoted to permanent pasture and the production of forage.

In the ordinary course of settlement it would have required more than ten years' time to bring this number of settlers on this land. The first settlers would have lacked the opportunity for co-operation in matters of mutual interest, and the enhancement of land values would have been very slow. The advantage of colonization work to the new settler in a new country lies in the fact that the colonization work will be continued until the last acre is sold and under tillage. An uninhabited area is turned into a well-settled district in less than a year's time. Values, which did not exist before, are created by the settling of the people on the land, and the new settler soon realizes that the presence of many neighbors is a distinct asset, placing a value on land which was not there before.

The Counties and Parishes of the Gulf Coast.

The shore line of the Mexican Gulf from the mouth of the Mississippi to the mouth of the Rio Grande is over seven hundred miles long and the coastal plain is about from fifty to one hundred miles wide. Nearly all of this area is prairie land except near the mouths of the Brazos, Trinity, Neches, Sabine and Calcasieu rivers, where the prairie land merges into timber along its northern border. While a great area of land is yet untilled, it is, nevertheless, a section of country well provided with railway transportation, maintaining several large commercial cities like Houston, Galveston, Beaumont, Lake Charles and Port Arthur, and a large number of smaller towns, all of which are prosperous and depend upon the local agricultural resources, local manufactures and mineral products for their development. It is a country of immense industrial as well as agricultural resources and could easily maintain an additional population of more than a million people. The part of the Gulf Coast region reached by the Kansas City Southern Railway is described as follows:

VERNON PARISH, LA.

This parish is about one hundred miles south of Shreveport, La., and about seventy-five miles north of Lake Charles, La. The population at the present time is estimated at 25,000, and the total valuation of property in the parish exceeds ten million dollars. There are now eighty-five schools in the parish, most of which are open for a term of nine months in the year and the school population now numbers six thousand. The area is 1,367 square miles and the parish was created in 1871, its territory being taken from the western part of Rapides and the southern part of Sabine parishes, its western border being the Sabine river, which separates it from Texas. The water courses are the Sabine river, Prairie creek, Lanacoco creek, Brushy Cypress bayou, Quelqueshoe, Comarad, Drake's and Sugar creeks. The present transportation facilities are supplied by the Kansas City Southern, Gulf, Colorado & Santa Fe and the Missouri & Louisiana railways.

The general "lay of the land" is that of a gently undulating country, heavily timbered in large areas and interspersed here and there with small areas of prairie and alluvial lands. On the uplands or undu-

lating areas is found the finest body of long leaf pine timber on the continent, changing into hardwood timbers near the water courses and on the alluvial lands of the Sabine river and the numerous creeks and bayous which traverse the parish.

The soil of the uplands, in the main, is a gray or dark sandy loam, varying more or less in fertility and nearly all of it underlaid with a red clay subsoil heavily charged with iron. Compared with the rich black soils of Iowa, Illinois or Nebraska, suitable principally for corn production, the upland soils of Vernon parish could not be esteemed equally rich, but as their range of production by reason of the favorable climate is vastly superior, the actual money returns per acre from cultivated crops is



RIVER SCENE, LAKE CHARLES, LA.

far in excess of anything that could be accomplished in any of the states named. The alluvial lands are as rich as any other lands on the continent. They are found in the depressions and along the water courses, and are capable of yielding a bale of cotton or more, from six to seven tons of alfalfa, sixty to ninety bushels of oats, fifty to one hundred bushels of corn and proportionate crops of sugar cane, sorghum and forage crops to the acre. On the uplands the same crops are produced, but the yield per acre is somewhat smaller. There is a compensation for the difference in the yield of field crops, in the fact that nearly all the upland soils are well suited for the production, in commercial quantity, of truck of every description and of fruits which mature early and are in demand in the Northern markets.

The Kansas City Southern Railway was built through Vernon parish in 1896. Prior to that time but few of the natural re-

sources of the parish could be put to practical use. Since the advent of the railway the lumber industry in the parish has assumed enormous dimensions, there being more than a score of very large sawmills in operation, giving employment to several thousand skilled and unskilled workmen. Lumbering is the engrossing pursuit of the greater part of the population, and a number of prosperous towns depend almost exclusively on the industry for their maintenance.

The development of the lumber industry took place so rapidly that the farms in the parish were entirely inadequate to supply the quantity of foodstuffs for human consumption and forage for the livestock required, and, though the number of farms has greatly increased, it is estimated that the import of foodstuffs and forage exceeds in value the sum of \$350,000 annually.

The Towns of Vernon Parish, Louisiana.

Leesville, La., judicial seat of Vernon parish and an important industrial center in western Louisiana. Population, about 6,000; south of Kansas City, Mo., 668 miles; from Port Arthur, Tex., 118 miles; altitude above sea level, 238 feet.

There are in operation within the city limits two large saw and planing mills and within two miles of the Court House is a third large sawmill, the aggregate capacity being 275,000 feet of lumber per day; a large stave mill, an axe-handle factory, a well equipped brass and iron foundry and machine shop, a cotton gin, grist mill, bottling works, brick plant, steam bakery, ice plant and cold storage, electric light plant, steam laundry, electric light company, waterworks, wagon factory, two newspapers, and a number of minor industries. The mercantile lines are well represented and the stocks are large and well assorted. There are in Leesville three strong banks, with about \$500,000 deposits, and about twelve large mercantile firms and numerous smaller ones; a first-class hotel, costing \$40,000, and four others; a new parish court house, costing \$70,000. The high school and common school system is considered the best in western Louisiana. The city owns the waterworks system, and has a fire department. Several miles of concrete sidewalks have been laid, improvements being made from time to time.

During the years 1910-1913 the following named improvements were made: New



SHELL ROAD, LAKE CHARLES, LA.



LONG LEAF PINE FOREST, VERNON PARISH, LA.

dwellings, 92, value \$80,000; new brick mercantile buildings, 4, value \$57,000; hotel, \$10,000; waterworks improvements, \$100,000; new public school, \$40,000; new concrete walks, \$40,000; new mercantile concerns, 7, value of stock \$55,000. Shipments of surplus products in 1913 amounted to 2,000 bales of cotton, 3 carloads of cattle, 5,000 pounds of wool, 80 carloads of railroad ties, and 3,660 carloads of pine lumber.

There are good openings in Leesville for a cannery, furniture factory, chair factory, fruit box factory, sash and door factory and a brick manufacturing plant.

Pickering, La. Population about 1,200, altitude 242 feet above sea level, south of Kansas City, Mo., 676 miles. Nearly the entire town population is engaged in the manufacture of lumber. The yellow pine sawmill of the W. R. Pickering Lumber Company, capacity 150,000 feet per day, is located here. A branch of the Louisiana Central Railway runs from this point to Cravens, a sawmill town in the eastern part of the parish. In addition to the sawmill and planers there are in the town a hotel, general store, two

public schools, two churches and minor industries necessary for the comfort of the population.

The Grannis Plantation Colony of about 500 to 600 people is located on the cut-over lands adjoining the town of Pickering. The colony has about 1,000 acres in farms, including an experimental farm of 240 acres. In the colony, postoffice address, Pickering, La., there is a hotel, general store, public school and a church. The products shipped from the colony or readily marketed at home have been livestock, poultry and eggs, Irish potatoes, peaches, berries and early vegetables of all kinds.

Neame, La. has a population of 1,500, an altitude of 275 feet and is south of Kansas City, Mo., 680 miles. The Central Coal and Coke Company operates a yellow pine sawmill with a daily capacity of 150,000 feet here and the entire town population is engaged in the manufacture of lumber. The town has a general merchandise store, a hotel, church, Odd Fellows' hall and a public school.

Hornbeck, La. Population 450, altitude 313 feet, south of Kansas City, Mo., 652 miles. There are in Hornbeck five mercantile houses, carrying stocks valued at from surrounded by a number of good farms and two churches, public school, cotton gin and a yellow pine sawmill and planing mill, with 20,000 feet daily capacity. Hornbeck is surrounded by a number of good farms and in addition to the lumber shipments, considerable quantities of cotton, cattle, hogs, poultry and eggs, potatoes, peaches, berries and early vegetables are shipped from this point.

Anacoco, Orange P. O., La. Population 300, altitude 337 feet, from Kansas City, Mo., 659 miles. An agricultural community, shipping livestock, potatoes, poultry and eggs, cotton, berries and early vegetables. The village has a truck growers' association, five mercantile concerns, cotton gin, church and public school. About 500 acres of new land have been put in cultivation during the year for the past three years.

Rose Pine, La., has 250 inhabitants and is south of Kansas City, Mo., 684 miles. The population is engaged in agricultural pursuits, raising livestock and lumbering.

There are in Rose Pine three general stores, a hotel, two churches and a public school.

BEAUREGARD PARISH, LOUISIANA.

Until the year 1912 the territory now embraced in Beauregard Parish was a part of Calcasieu Parish. During that year the legislature divided Calcasieu Parish, which had an area in excess of three thousand square miles, into four parishes, of which Beauregard is one. The new parish includes approximately twelve hundred square miles and is located in the northwest corner of the old Calcasieu Parish. The present population is about fifteen thousand and the assessed valuation of taxable property is \$8,000,000. The parish has about nineteen railroad stations, a dozen or more of which are towns varying in population from one hundred and fifty to thirty-five hundred. The aggregate town population is between eleven and twelve thousand and the majority of the townspeople are interested in one way or another in the dozen or more saw and planing mills operated in the parish. The indebtedness of the parish does not exceed \$20,000, which, compared with the assessed valuation of \$8,000,000, is next to nothing. The public school system is very good and is constantly being improved. A new high school, costing \$60,000, was recently completed. De Ridder, the judicial seat of the parish, is 690 miles south of Kansas City and 97 miles north of Port Arthur, Texas.

The new parish is traversed by the Kansas City Southern Railway and the Lake Charles & Northern Railway, both running north and south, and the Gulf, Colorado & Santa Fe Railway running east and west by way of De Ridder, and besides these there are six or more lumber tram lines connecting the dozen or more immense sawmills with the main lines of the railways. The altitudes in the parish range from 125 feet on the southern edge to 250 feet, and owing to the rolling contour of the ground the parish is naturally well drained. The drainage of the parish flows into the Sabine river and its tributaries to the west and into the headwaters of Houston bayou and Calcasieu river to the east. Vernon Parish forms the northern boundary; Allen Parish adjoins Beauregard Parish on the east, and south is the new Calcasieu Parish; on the west is the Sabine river, which separates it from Texas.

Beauregard Parish presents one of the most unusual conditions to be found in the United States today. Here we have the primeval forest adjoining great stretches

of land denuded of timber, yet covered with an abundant growth of grass, long gentle slopes, strongly reminding one of the virgin prairie lands of Illinois and Iowa before they were cut up into farms. Scattered through this forest area are a number of farms, some of which have been in cultivation for more than sixty years. The timber, still standing, is the finest long leaf yellow pine in the United States. It grows on the low ridges and rolling land, having usually a dark sandy loam underlaid with a red clay subsoil. There is practically no undergrowth in the pine forests, and clearing in the cut-over areas is not a difficult proposition, the cost being between eight and ten dollars per acre. In the numerous creek and river valleys the forest growth consists of various kinds of hardwoods with white oak and red oak predominating. These valley soils are as rich as any soils in the state, and in actual cash revenue yield about twice as much as would an equal acreage of the best lands in any northern state. It is not an untried country from an agricultural standpoint, nor has it been tried and found wanting, for small farms, somewhat few and far between, are found in all parts of the parish, and on them can be found all the crops of the middle west, as well as those more peculiar to the milder south.

The ordinary field crops obtained are in quantity and quality about the same as in the adjoining parish of Vernon, say from twenty-five to one hundred bushels of corn, from forty to sixty bushels of oats, from one-third to one and one-half bales of cotton, from ninety to one hundred and fifty bushels of Irish potatoes, from one hundred and fifty to two hundred and fifty bushels of sweet potatoes and from one to three tons of hay. All the forages grown in Louisiana are also grown here with equal success, and livestock of all kinds is profitably raised. The ordinary field crops comprise corn, cotton, oats, Irish potatoes, sweet potatoes, peanuts, cowpeas, sorghum, ribbon cane, etc., and more or less commercial truck, such as onions, cabbage, melons, cantaloupes, strawberries and vegetables, harvested during the winter months and early in spring. Peaches, strawberries, plums, grapes, satsuma oranges and figs are found on most farms and are highly profitable. As in other parts of the Gulf Coast country, the land is never allowed to be idle, but several crops are successively harvested from the same land.

Most of the farms of this region have more or less livestock, including horses, cat-

tle, hogs and sheep and on nearly all the farms the winter accumulation of manures is put to practical use.

The annual rainfall of Beauregard Parish is about 53 inches, well distributed throughout the year; while abundant, the contour of the country is such that the natural drainage is practically perfect. The water supply for cattle and for domestic purposes is unfailing. Springs, brooks and streams are very numerous and running water is abundant. Fine potable water, free from lime or alkali, is found in wells from twenty to forty feet in depth. Public health is good and the climate pleasant all the year around. Lands well suited for general farming and stock raising, as well as for the cultivation of fruits and commercial truck, are cheaper in this locality than almost anywhere else in the United States.

The Towns of Beauregard Parish, La.

The commercial towns in the parish are De Ridder, the judicial seat; Singer and Merryville, and the larger lumber mill towns are Ludington, Carson, Bon Ami, Juanita, Bannister, Longville, with populations varying from three hundred to fifteen hundred. All the mill towns have large stores where goods of almost any kind can be purchased and all of them afford a good local market for farm produce of every description and for forage. They are provided with churches and schools, and in course of a few years will develop into commercial towns. The cutting out of the timber makes the lands available for farming, and with the growth of agriculture the towns naturally keep pace.

De Ridder is the judicial seat of the parish and has a population of four thousand. It is an attractive, well constructed town and its assessed valuation amounts to \$300,960. This valuation does not represent all that should properly be included. The corporate limits include only three hundred acres and the large manufacturing establishments are operated in the suburbs. Fourteen hundred men are employed in the saw and planing mills and have a monthly payroll of over \$50,000. The Kansas City Southern, the Gulf, Colorado & Santa Fe and the Lake Charles & Northern railways enter De Ridder and afford excellent transportation facilities.

There are in De Ridder two banks—the First National with a capital of \$25,000 and \$174,746.93 deposits, and the Lumberman's State Bank and Trust Co. with a capital of \$100,000 and \$110,135.75 deposits, a modern ice plant, electric light plant, two

newspapers, bakery, steam laundry, two commodious hotels, three churches, opera house, waterworks, high school (costing \$40,000) and graded schools, bottling works and minor industries. All the business buildings are substantially constructed of brick and stone. The commercial stocks carried are large and the business men are public spirited and enterprising.

The parish seat was permanently located at De Ridder, as the result of an election held October 15, 1912.

Singer, La., the next important town in the new parish, is 705 miles south of Kansas City, Mo., and 82 miles north of Port Arthur, Tex. The population is four hundred, and the altitude 152 feet above sea level. Its annual shipments in addition to forest products amount to about 2,000 to 5,000 crates of peaches, 25,000 to 50,000 pounds of wool and considerable quantities of cattle, hides, cotton, potatoes, etc. Singer has nine mercantile establishments, a grist mill, two hotels, a church, public school and two livery barns. Most of the pine timber in the vicinity has been cut out, though considerable quantities of hardwoods are still shipped. What Singer needs now more than anything else is farmers, stockraisers, fruit and truck growers. At the present time a brick yard and a dentist could do well here.

Bon Ami, La., three miles south of De Ridder, is the site of the great saw and planing mill of the Long-Bell Lumber Company. The saw mill has a capacity of 300,000 feet of lumber per day and the capacity of the planing mill is 200,000 feet. Connected with the plant is a box and crate factory. The population of the town is between 1,500 and 2,000, nearly all of whom are engaged in lumbering. The town has a general store with a stock of about \$35,000, a hotel, church, school, lodge building, auditorium, long distance and local telephone service. The Long-Bell Experimental Farm, comprising about 480 acres, is situated here and has been in cultivation about seven years. Comprehensive tests have been made in nearly all agricultural and horticultural lines as well as in the raising of livestock and in general the results obtained have been very satisfactory. This farm contains a large vineyard, a peach orchard, fig orchard and an orange grove and on a small scale pear, plum, pecan and other fruit and nut trees have been tried out. The farm cannery markets several carloads of preserved figs annually and shipments of peaches, potatoes and other products are made each year. Nearly all the standard

field crops, including corn, oats, colton, cow peas, peanuts, various sorghums, Irish and sweet potatoes, berries, etc., have been grown and their values determined. The experimental work is being carried on in the direction of forage production and scientific stock feeding and breeding.

Carson, La., six miles south of De Ridder, is the site of the saw and planing mill of the Central Coke and Coke Co. and has between 700 and 800 inhabitants. The saw mill has a capacity of 150,000 feet and the planing mill 100,000 feet of finished lumber per day. There are in Carson a large general store, two churches, one public school and a hotel. About 21,000 acres of land have been cut over between Carson and De Ridder and these lands have been colonized during the past two years. The colony has now about 800 people engaged in general farming and stock raising. The new settlers have built a new town, Pujo, having two general stores, two public schools, churches and other utilities. Several thousand acres of land have been cleared and are now in cultivation and many miles of good roads have been built. Before the close of the present year all the purchasers of land will be at work in the colony.

Ludington, La., is two miles north of De Ridder. It has a yellow pine saw mill of 125,000 feet daily capacity, now owned by the Long-Bell Lumber Company. The town has a population of 400, a large general store, hotel, public school and telephone service. The lumber company maintains a fine experimental garden, devoted to truck and berries. The principal shipments are lumber, live stock, truck and some fruits.

Newlin, La., is eleven miles south of De Ridder, has a population of 225 and a yellow pine saw mill of 40,000 feet daily capacity. The shipments from Newlin consist of lumber, cattle and produce.

Juanita, La., is fifteen miles south of De Ridder, La., and is the site of the saw and planing mill of the Sabine Tram Co., daily capacity 75,000 feet. The population is 500 and there are in the town a general store, hotel, school and a livery barn. The shipments consist of lumber, live stock and produce.

Seale, La., is nineteen miles south of De Ridder and is the site of the yellow pine and oak sawmill of the Midway Lumber Co. Mill capacity 40,000 feet per day. The logging camp of the Sabine Tram Co. is also situated here. The town has a general store,

cotton gin, grist mill, public school, and ships pine and hardwood lumber, logs, cattle, fruit and truck.

CALCASIEU PARISH, LOUISIANA.

This parish now constitutes the southwest quarter of the old Parish of Calcasieu, which had an area of 3,650 square miles and a population of 62,767. The present area is between 700 and 800 square miles and the population probably more than 31,000. Beauregard Parish now forms the northern boundary, Cameron Parish the southern, and Jeff Davis the eastern boundary. The Sabine river separates it from Newton and Orange counties in Texas. The northern part of the parish lies in the great long leaf yellow pine forest and some of the finest timber areas are in this parish. Along the north line the surface is rolling upland, changing into gentle undulations near the center and to nearly level land in the south half of the parish. The forest growth is on the undulating and rolling land, the level lands being open prairie, except along the south line of the parish, where there are several areas of marsh lands. The northern half of the parish is naturally well drained, having numerous water courses all draining into the Sabine river, Houston bayou and Calcasieu river. In the southern half are several areas which are not in any sense marsh lands, but which are so level off any excess in the rainfall. Along the Sabine river, Houston bayou and Calcasieu river and their tributaries are very fertile alluvial lands covered with large hardwood timbers. The three rivers named are all navigable. The railway facilities of the parish consist of the Kansas City Southern Railway's main line to Port Arthur and branch line from DeQuincy to Lake Charles; the Southern Pacific main line between Houston and New Orleans and a branch line from Lake Charles to Lake Arthur, the Lake Charles & Northern Ry. and the St. Louis, Watkins & Gulf Ry., now operated by the St. L. I. M. & S. Ry. There are same twenty railway stations and a dozen or more small villages scattered through the parish.

In 1912 the parish voted a bond issue of \$900,000 for the construction of roads and bridges. This work is now nearly completed and a magnificent system of paved and rock roads has been laid out and constructed. Any part of the parish can now be reached over a good road.

The soils of Calcasieu Parish vary according to location. The pine land soils in

the southern part are similar to those of Beauregard and Vernon Parishes, particularly so along the north border. They are usually dark sandy loams underlaid with a red clay subsoil. Further south, about the center the surface soils carry less sand and are more fine in texture; the subsoil is the same as under the sandy loam. Both are easily tilled and under proper cultivation yield handsome crops. The south half of the parish is a rich black prairie soil containing a very fine sand, a large proportion of silt, about six per cent of clay and about two and one-half per cent of organic matter. It contains 1.626 per cent of humus, .494 per cent potash, .158 per cent phosphoric acid and 1.15 per cent nitrogen. The land is easily turned with a plow. It is lumpy when first cultivated, but soon disintegrates and becomes smooth, yielding a good crop the first year.

A very complete system of drainage canals has been laid out in the central and southern part of the parish and nearly one hundred thousand acres have been so thoroughly protected that all storm waters are immediately carried off.

Corn grown on this class of land yields from 50 to 100 bushels to the acre and a crop of cowpeas or some other crop is grown on the same land the same season. Corn, under proper cultivation, yields as abundantly here as anywhere else in the United States. An oat crop does well in this section and from fifty to seventy-five bushels per acre is the ordinary yield. Cotton is not extensively grown in the parish, but on the prairie lands it yields from one-half a bale to a bale an acre. Sugar cane yields handsome crops and there is no limit to the production of forage. The annual crop report for the State of Louisiana gives the products of Calcasieu Parish as follows: Cotton, 250 bales; ribbon cane syrup, 800 barrels; rice, 154,000,000 pounds; oranges, 30,000 boxes; sweet potatoes, 330,000 bushels; Irish potatoes, 25,000 bushels; peanuts, 11,500 bushels; oats, 26,400 bushels; corn, 228,000 bushels; truck gardens, 700 acres. The pasture lands maintained approximately 50,000 head of live stock, consisting of 6,000 horses, 5,000 mules, 25,000 cattle, 6,600 sheep, and 7,000 hogs. The hay production amounted to 26,000 tons.

The forages, including alfalfa and other legumes and the grasses grown in other parts of the United States, do as well here as in the other parishes and render stock-raising a safe and profitable business.

Rice cultivation is the greatest agricultural industry in Calcasieu Parish. Of the 121,808 acres in cultivation, 90,000 are devoted to the cultivation of rice. The crop produced in 1914 amounted to 112,500,000 pounds and was valued at \$1,160,000. There are in the parish twenty irrigation pumping plants valued at \$475,000 and 320 miles of irrigation canals, which cost \$750,000, making a total investment of \$1,225,000 for irrigation facilities. To this should be added the cost of twelve rice mills, requiring an investment of \$550,000. The land on which the rice is grown is prairie soil in the south part of the parish and runs in value from \$25 to \$50 per acre. The value of the crops produced on the 121,808 acres in cultivation in the parish was \$2,731,175; that of the rice crop \$1,160,000, that of all other crops \$1,571,175.

During the past five or six years the fruit and truck industry has been developed on a considerable scale. The acreage in vegetables of various kinds in 1912 was 1,200 and is estimated to be 2,000 acres in 1913. A cannery in Lake Charles with a capacity of 25,000 cans, employing 100 persons is in operation four or five months during the year. Its largest output consists of sweet potatoes, the crop from 400 acres.

The annual shipments of commercial truck from Lake Charles amount to 1,800 barrels of ribbon cane syrup, value \$45,000; 100 carloads of sweet potatoes, value \$54,000; 23,000 bushels of Irish potatoes in May, value \$19,000; 80 to 100 carloads of vegetables, value \$140,000 to \$160,000; 150 carloads of melons and cantaloupes. Irish potatoes run in value from 70 cents to \$1.60 per bushel, the extra early being the most valuable.

The fruits of Calcasieu Parish are peaches, plums, pears, oranges, figs, grapes and strawberries. Peaches do best on the undulating uplands, with loamy, sandy soil and red clay subsoil; plums and grapes are indigenous and the cultivated varieties yield good crops; strawberries yield very early in the season and usually bring fancy prices; blackberries are natives of the parish.

Figs, grown convenient to a cannery, pay handsome returns and a good profit is derived from the cultivation of the Satsuma orange. The navel, ruby, russet, Louisiana sweet, Dugat, pomelo or grape fruit are also grown, but the Satsuma is considered the most reliable of them all.

The industrial resources of Calcasieu Parish are enormous in extent. The tim-

ber area is given at 1,614,045 acres in 1912, when Beauregard, Allen and Jeff Davis Parishes were included. At the present time about one-half the area of Calcasieu Parish is timber land. In the four parishes there were in 1912 fifty-two saw and planing mills, valued at \$2,182,300. Some of the largest mills had a capacity of 200,000 feet of lumber per day. The forty producing oil wells had an annual output of 2,135,250 barrels of oil, valued at \$1,606,000. The output of the sulphur mines amounted to 200,000 tons. Workable salt deposits have been found and it is claimed that beds of asphalt have also been discovered.

Of the twenty or more railway stations in the parish, the towns of DeQuincy, Starks, West Lake and the City of Lake Charles are located on the Kansas City Southern Railway.

LAKE CHARLES, LOUISIANA.

This is a bustling little city situated on the banks of a beautiful lake and a broad river. A more beautiful sheet of water cannot be found than the lake after which the city is named. To the east and south is a vast extent of prairie and on the north, so close to the upper part of the city as to be overshadowed by it, begins the forest of yellow pine covering an area of hundreds of square miles. In 1910 the city had a population of 11,449 within the legal limits, and 13,949 in Ward 3 (county subdivision or township). Its population in 1915 is estimated to be between 15,000 and 17,000. It is south of Kansas City, Mo., 741 miles and west of New Orleans 219 miles; the altitude is 19 feet above sea level. It is an ideal winter resort and a wide-awake, ambitious business point, with unlimited possibilities for expansion in all lines of trade. Its combined bank deposits amount to \$4,750,000, and the annual output of its twelve lumber mills is 120,000,000 feet of lumber. The three large rice mills have a daily capacity of 5,600 barrels and the output of the thirty-three manufacturing plants in the city is valued at \$2,251,000; the capital invested is \$1,619,000. The manufacturing plants are machine shops, cold storage and ice factories, brick works, saw and planing mills, book-binderies, rice mills, car shops, fence factories, ship building yards, mattress factories, grist mills, macaroni factory, pepper sauce factory, fruit and vegetable cannery, bottling works and steam laundries and bakeries. In the commercial lines there are eight wholesale houses, three banks, trust company and

building association, implement and vehicle houses, two daily newspapers, twelve hotels, one of them costing \$150,000, five wholesale grain houses, a business college and one hundred or more retail firms in various lines. The wholesale trade alone amounts to about \$4,000,000 annually. In addition to its railway facilities, consisting of the Kansas City Southern, the Southern Pacific, the Lake Charles & Northern and the St. Louis, Watkins & Gulf railways, the city has light draught water transportation by lake and river to all the ports on the Gulf Coast and through the Intercoastal Canal to Orange, Beaumont and Port Arthur. Lake Charles is architecturally a beautiful city and its appearance shows the presence of a progressive citizenship. It has all the conveniences incident to a modern city, has a good street railway and electric light service, fine public buildings, and an excellent public school system, and within the past two years has expended nearly one million dollars for betterments.

DE QUINCY, LOUISIANA.

De Quincy lies near the center of the north line of the parish and is the junction point of the main line of the Kansas City Southern Railway and its Lake Charles branch. The St. Louis & San Francisco Ry. also passes through the town. It has about 2,000 inhabitants, is south of Kansas City, Mo., 719 miles, north of Beaumont, Tex., 48 miles, and northwest of Lake Charles, La., 23 miles. It is situated in the long leaf yellow pine region, in which the cut-over lands are esteemed as very favorable to the production of extra early truck, for the growing of oranges, figs, peaches, plums, grapes, etc., for general farming purposes and the raising of live stock. Indications of oil, gas, sulphur, salt and asphalt have been found in the vicinity, but no developments of these resources have as yet been made. The principal shipments are lumber, logs, live stock, etc. The town has a sawmill, electric light plant, water-works, three hotels, two churches, bank, a fine public school, four general merchandise stores, drug store, bakery, brick works, etc. The town has been growing steadily each year and is prosperous. There are good openings for a grist mill, cotton gin, planing mill, dairy farms, lumber, drug business, physicians, etc.

STARKS, LOUISIANA.

On the main line of the Kansas City Southern Railway, 735 miles south of Kansas City, Mo., and 30 miles north of Beau-

mont, Tex. Has 250 inhabitants, four mercantile houses, hotel, church and public school. The surplus products shipped from Starks consist of logs, cattle, wool, early truck, poultry and eggs. There is a good opening for a drug store, physician, and brick works.

ORETTA, LOUISIANA.

This is a new colony town located five miles north of De Quincy by the American Farm Land Co. of Kansas City. Some 26,000 acres of cut-over land is being colonized here, and about 500 people have already moved on the land and have placed much of it under tillage. In the town are two general merchandise stores, postoffice, lumber yard, barber shop, blacksmith shop, public school and many new dwellings. The colony is rapidly growing and new settlers are coming in every week. General farming and raising live stock are the principal pursuits of the new farmers, most of whom come from the Northern states.

WEST LAKE, LOUISIANA.

West Lake is situated on Lake Charles opposite the city and about two and one-half miles distant. The principal industry is the manufacturing of lumber. The Krausse-Managan Lumber Company's saw-mill has a daily capacity of 75,000 feet of lumber, all yellow pine, and the shingle mill operated by the same company has a daily output of 60,000 shingles. The Lock-Moore & Company's mill has daily capacity of 150,000 feet, and the mill of the Norris & Cain Lumber Company a capacity of 25,000 feet. The planing mills have respectively a capacity of 60,000 and 100,000 feet. There are in the town fifteen mercantile establishments covering all lines of trade, two churches, public school, three lodge halls, two electric light plants, telephone system and a waterworks system. Both the Kansas City Southern and the Southern Pacific railways pass through the town and ferry boat connection is maintained with Lake Charles. A steel bridge across Calcasieu river, now under construction and a wagon road recently built, will soon be ready for vehicle travel between the two towns. In the vicinity of West Lake are a number of farms and truck gardens and live stock is raised in large numbers. The shipments from West Lake, which has about 1,500 inhabitants, consist of about 1,000 carloads of pine lumber, several hundred carloads of railroad ties and shingles, per annum. Live stock and country

produce are also marketed in considerable quantity. An ice factory would probably pay well here.

CAMERON PARISH, LOUISIANA.

This parish lies between Calcasieu and Jeff Davis Parishes and the Gulf of Mexico. The west boundary is formed by Sabine River and Sabine Lake and Vermilion Parish forms the eastern border. The area of the parish is 988,400 acres, the population 4,288, of whom about 1,200 are resident in Cameron, the judicial seat of the parish. The greater part of the area is Gulf Coast marsh, but in places are large tracts of prairie lands and alluvial land, the soil of which is very fertile and exceptionally productive. Sugar cane, rice, sea island cotton, forage and vegetables are profitably grown and the oranges and figs of this section are famous in all parts of Louisiana; oranges are produced and shipped in large quantity. The parish is drained in part by the Calcasieu River, Mermentau River, Sabine River, Bayou Lacasine, Black Bayou and Johnson's Bayou. Grand Lake and Calcasieu Lake lie within the parish and Sabine Lake is on the western border. These bodies of water will in time be connected by a navigable channel, the Intercoastal Canal, which is now under construction. At the present time Cameron, the judicial seat, at the mouth of Calcasieu River, is reached by a tri-weekly boat from Lake Charles. The cultivated areas in the parish are at Grand Chenier, at the mouth of Calcasieu River near Cameron, along Johnson's Bayou opposite Port Arthur, and several prairie areas. Within the past two years a movement has been made for undertaking the drainage of the marsh lands. The Cameron Drainage District No. 1 has been organized and a bond issue of \$300,000 has been voted for the drainage of 280,000 acres. The trustees of the Deering estate have completed a drainage survey to cover 300,000 acres of land lying opposite Port Arthur, Tex. The Grand Chenier District has been organized to drain 16,000 acres and a tax of \$50,000 has been voted to pay for construction of canals, etc. The Teutonic Land Company proposes to drain 15,000 acres opposite Orange, Tex., and the Canning tract of 11,000 acres is to be drained and colonized. In addition to its agricultural resources a fishing and oyster dredging industry has been developed near Cameron. When the drainage undertakings have been completed, the rich lands of this parish will be rapidly settled upon.

ORANGE COUNTY, TEXAS.

Orange County has an area of 392 square miles, and lies between the Neches and Sabine rivers, adjoining Jefferson County on the west and south. It is separated from Louisiana by the Sabine River. The surface is fairly level, and the greater part of the county is heavily timbered with pine and hardwoods. The Sabine and Neches Rivers and their tributaries furnish efficient drainage. The annual rainfall is about 55 inches. The water supply for farm and stock uses is of good quality and abundant. Artesian water can be obtained almost anywhere in the county at a depth of 800 to 1,000 feet. Sandy loams, black and gray, underlaid with clay, are the prevailing soils, though red sandy soils are found in the forest areas and heavy black soils in some of the lower lying lands. Corn, cotton, sugar cane, sweet and Irish potatoes, oats, cowpeas, peanuts, sorghum and forage plants are more or less extensively grown; but rice is grown more extensively than any other crop. Extra early truck is shipped in considerable quantity. Tobacco grown in this county has produced over 2,000 pounds to the acre, and this a superior quality of cigar tobacco, for which 65 cents per pound was offered and refused. Cuban cigar wrapper tobacco grown in the open without artificial shading, will produce from 800 to 1,000 pounds per acre, getting from 65 to 75 per cent wrapper, which will bring as good a price as the shade grown wrapper.

THE CITY OF ORANGE, TEXAS,

is the county seat of Orange County, and is situated on the west bank of Sabine River about ten miles above its mouth. It is a well-built commercial and manufacturing center, with a population of 5,500 to 7,000. The largest industry is the manufacture of lumber. There are six large sawmills, with a capacity exceeding 750,000 feet per day, operating in the city or its immediate vicinity. The growing and milling of rice is the next important industry, and following this in magnitude is the manufacture of paper and of turpentine, rosin and pine timber products. The Orange Paper Mill is one of the largest of its kind in the Southern states. Orange has, in addition to its sawmills, six planing and two shingle mills, a large ice factory, iron foundry, electric light and power plant, waterworks, brick works, several rice mills, and numerous minor industries. The mercantile stocks are large and varied. Large areas of fine farm lands are being drained

and prepared for cultivation. Orange is being made accessible to large ocean-going vessels by the construction of the Sabine-Neches canal and its connection with the Port Arthur canal, and great quantities of lumber will be shipped to foreign ports directly from this city.

Orange is reached via the Kansas City Southern and the Orange & Northwestern Railways, the junction point being Mauriceville, Texas. The Southern Pacific Railway traverses the county from east to west and also reaches Orange.

DEWEYVILLE AND RULIFF, TEXAS.

Deweyville has from 1,000 to 1,500 inhabitants, nearly all of whom are interested in the manufacture of lumber or other wood products. The Sabine Tram Company operates a sawmill with a daily capacity of 125,000 feet of lumber, and employs about 400 men, with a payroll of about \$350,000 a year. The Texas Arm & Pin Company, manufacturing telegraph appliances, employs about twenty men. The town is well laid out, and has waterworks and electric lights. Deweyville is distant about one and one-half miles from the railway. Ruliff, on the Kansas City Southern Railway, is the shipping point. There are a number of farms in the immediate vicinity, and considerable quantities of early truck are shipped every year. Ruliff has three merchants, a truck growers' association, two churches, a lodge building, and a public school.

MAURICEVILLE, TEXAS.

This is the crossing point of the Kansas City Southern Railway and the Orange & Northwestern Railway. The Yellow Pine Lumber Company and the R. W. Weir Lumber Company, each with a capacity of 50,000 feet, have sawmills in the vicinity. Surrounding Mauriceville is a tract of 30,000 acres of land, which is being prepared for cultivation.

THE ALFALFA CROP NEAR TEXARKANA.

Twenty acres of Red river bottom land yielded forty tons of bright pea green alfalfa hay as the result of the first cutting this year on the M. D. Tilson farm, ten miles north of the city on the Summerhill road. It is said the alfalfa stood waist high when the mower was put to work in the meadow. The cutting is valued at approximately \$800.

Railway Economics

RAILROAD BAITING.

Owing to the drastic state legislation in many states, abnormally increased taxation, Interstate Commerce Commission regulation, the earning power of the railroads has been cut down year by year, while by the same process operating expenses have been increased.

Thus this great industry, vital to the prosperity of every other one, has been "caught between the upper and nether millstones," and ground to a condition of helplessness.

They cannot shut down as a mill or factory may. They must continue to operate whether earning money or not.

They cannot increase rates to cover deficits, as may manufacturing institutions and dealers in commodities as market conditions fluctuate.

They are held under legal limitations in this matter.

They cannot reduce salaries of operatives without precipitating strikes that would paralyze their business.

All these causes have contributed to a condition which threatens to culminate in a national disaster.

The managements appear to have fought bravely to avert the inevitable.

Mismanagement and extravagance cannot be charged as the cause of these conditions.

All the great systems have enforced retrenchment in every way possible and have even curtailed necessary up-keep improvement and extensions during the past few years, to avoid the outlay of money.

The truth is that a condition has been forced upon them which is beyond their control.

Relief must come from the outside. There is nothing within the power of the railroad managements that can be done further than has been done. There is but one remedy, as "The Texarkanian" sees the situation, and there is but one source from which this relief can come.

That is the Interstate Commerce Commission.

It must grant an increase in rates, either passenger or freight, or both.

It may appear unusual for a newspaper like "The Texarkanian" to propose an increase of railroad rates, but it is prompted

solely by its belief that all lines of business are threatened by the situation.

If the general commercial interests of the country are jeopardized by this condition, then it would be better for shippers and travelers to stand a small raise, which would not materially affect them yet avert what seems to be an inevitable national crash in transportation facilities.

If we have not overdrawn the status of things, then it behooves every board of trade and chamber of commerce, representing the commercial interests of the country, to get busy at once with the Interstate Commerce Commission. It is a matter of self protection. This article is not inspired by anyone or from any source, but it is prompted solely by the situation as we see it.

Daily Texarkanian, October 12, 1914.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY.

Office of Vice-President.

Publicity Bulletin No. 15.

Kansas City, Mo., May 25, 1915.

In the Eleventh Year Report of Railway Statistics of all the railroads in our land, for the fiscal year ended June 30, 1914, as compiled by Mr. Slason Thompson of Chicago, the following information is given, which is of special interest to those employed in the railway service and to the public in general.

For each dollar received by the railway companies, the items described below contributed their proportion as follows:

From products of mines.....	35.94 cents
From manufactures, including	
Crude and Refined Oil.....	10.58 "
From Products of Forests.....	7.66 "
From Products of Agriculture.....	7.43 "
From Merchandise.....	2.99 "
From Miscellaneous Freight.....	2.63 "
From Products of Animals.....	1.90 "
From Passenger.....	22.88 "
From Express.....	2.47 "
From Mail.....	1.80 "
From Miscellaneous.....	3.72 "

100.00 "

For each dollar received by the Railways distribution of same was made as follows:

For Wages	45.15 Cents	Backs, file	60,000
For Locomotive, Fuel and Engine Supplies	8.86 "	Boxes, file	864
For Material for Track and Equipment, and other Miscellaneous Supplies	15.75 "	Clips, paper, wire, etc.	207,660
For Betterments	3.25 "	Envelopes	2,267,000
For Loss and Damage	2.48 "	Erasers, soft rubber	40 lbs.
For Taxes	4.60 "	Erasers, circular and steel	1,908
For Rentals	4.07 "	Fasteners, paper	167,000
For Interest	14.02 "	Ink	1,680 pints
For Dividends and Surplus	1.82 "	Mucilage	1,296 bottles
	100.00 "	Oil, typewriter	180 bottles
		Pads, rubber stamp	564
		Paper, carbon	161,700 sheets
		Paper, second sheets	531,000 sheets
		Paper, clip	85,000 sheets
		Paper, tissue	375,000 sheets
		Paper, mimeograph	156,500 sheets
		Pencils	57,456
		Penholders	1,584
		Pens	150,300
		Pins	1,663,400
		Ribbons, typewriter	1,188
		Rulers	108
		Sponges	600
		Tags, marking	200,000
		Wax, sealing	500 lbs.

The operating ratio was 76.83%, whereas any percentage beyond 70 is considered dangerous to the financial stability of the railroads and brings about insolvency and consequent receiverships, causing capital to seek other avenues of investment.

J. F. HOLDEN,
Vice-President.

STATIONERY DEPARTMENT BULLETIN No. 2.

Avoid Waste.

Kansas City, March 22, 1915.

Some of the world's great financiers have given the strongest advice on taking care greatest need exists for watchfulness and of the little expenses, that being where the care to prevent waste. All are familiar with the adage, "Take care of the pennies and the dollars will take care of themselves."

Everywhere in the great question of physical economy, strict watch should be kept of the little things; and the business concern that is indifferent in this respect is like the leaky cask that is soon drained while the gradual loss has not been noticed and is hard to account for.

In the use of stationery is found one of the ways in which every employee can assist in avoiding waste, as everyone uses stationery in some form. As a little waste here and there amounts to a great deal in the aggregate, so the co-operation of all in avoiding waste will result in large savings.

To give some idea of what the item of stationery furnished by this company amounts to, the following statement is presented covering the issues of 1914. It includes only what was charged from the stationery stock, and does not include anything charged directly at the time of purchase to the department using it:

Bands, rubber	345 lbs.
Books, plain blank record, memo. and impression	10,564
Blotters	45,000

We are pleased to note the consumption of some of the items noted above is somewhat less than during the year 1913—an improvement that is gratifying to the management and appreciated by

J. T. HIBBARD,
Stationer.

Approved:

W. S. ATKINSON,
Purchasing Agent.

THE GREAT FLINT CREEK BRIDGE.

W. P. Wright, Pittsburg, Kan.

"DO-DO-RY—DO-DO," Gentry is calling Pittsburg; the dispatcher at Pittsburg answers, and this is what he hears: "The long bridge at Flint creek on the K. C. S. is burning; stop all trains." We, who are on the scene, have notified Gentry, and the man who first discovered the fire, with some of his neighbors, is drawing water from the creek below wetting down the trestle work next to the iron span, which crosses the main stream, thus saving the iron part of the bridge.

The heavy timbers of the trestle-work, rich in resins and creosote, and soaked with oil from passing trains, are dry as tinder, and in a few minutes the structure is so much afire, and there being no way to fight them, it is abandoned to the flames.

It is now nearly six o'clock, and the fire which started near the middle of the bridge is rapidly spreading towards the ends. As the shades of evening fall, the huge clouds

of smoke, wafted by a gentle breeze, rolling upward are lit up by the setting sun like the mighty nimbus of a thunderstorm.

As night settles down the whole bridge, nearly four hundred feet in length, is one seething rampart of flame lighting up the smoke cloud that billows upward like the mists from some mighty cataract. From the waters of the creek the reflection of the flames comes to us as from some burnished mirror golden bright or bloody red.

By nine o'clock the timbers begin to give away, and falling piece by piece continue to burn where they fall. It is most spectacular, almost awe-inspiring. The darkness intensified by the shimmering fire is almost uncanny.

But while we are witnessing the destruction of this bridge, the forces of the railroad are marshaling to build another. Orders are flying with the rapidity of lightning to the wrecking crews at Pittsburg, Kan., and Heavener, Okla.; the bridge gangs are being summoned; the yardmasters are called upon to furnish cars to carry men and material; the round houses have hurry orders for locomotives; engine and train crews are called, and a small army of laborers is being collected. Throughout the whole night there is hurry and bustle.

At various points along the line ties and timbers are being loaded onto cars to be hurried to the scene of trouble, and before the last timbers of the burning bridge have fallen, the army headed by their respective foremen has started for Flint creek.

The wrecking crews with their huge cranes cannot travel as fast as freight trains usually do because of the top heaviness of the crane and they are dispatched ahead that they may travel continuously while the train carrying men, tools and material comes behind picking up the loaded cars by the way.

At nine o'clock Thursday forenoon the cranes, accompanied by supply trains, one from Pittsburg and one from Heavener, have arrived upon the scene. Scarcely have the wheels stopped rolling when men are seen hurrying from the trains with pick-axes and boat hooks to the still smoking ruins of the bridge to clear away the debris.

The dull boom of timbers being unloaded from the cars is heard, and soon as they have landed four or six stout men seize upon them, carrying them some little distance, where a scratch boss with a square and awl by a few deft strokes has layed them out. Then comes the sawyers, and a steady see-saw see-saw tells the work has begun in earnest.

Look! Look! There goes the first piece in place, and a steady stream of timbers has been started. A piece is hardly set in place before a practiced hand is sending home the great spikes that hold it. The fussy coughing of the crane engine, the ring of the saws, the booming sledges, and the ceaseless clatter of the hammers keep time with the shouts and orders of the foremen.

The track men are snaking the long, heavy rails out on the new structure just ahead of the crane, and the ringing spike mauls proclaim that a rail is in place. The gigantic engine squeals out a warning, and the train moves up the length of the rail.

With such rapidity and skillful tact does the work advance that within three hours the very timbers that were being carried in the cars behind are now supporting them.

With ceaseless clatter and clang the work goes on until the shades of night have fallen, and at 8 o'clock work is suspended and the tired men go to rest, and it is well they should, for at 5 a. m. they will be called to resume work.

On Friday morning the work was again taken up. The men, fresh and cheered by the bracing air of a beautiful spring morning, went cheerfully to the task as boys on a picnic excursion, and when the sun rose over the hills of Arkansas he saw such a splendid sight of working men as is rarely seen and not soon forgotten.

All day the new supplies came in,
All day the hammers rang;
All day the heavy mauls did boom;
The merry saws all sang.

No stop, no stay; when noontime came the workers went in relays, so there was no break in the work.

The shades of evening again came on. At half past 6 the last piece went into place, and as the track men spiked the last rail the little army with a cheer climbed aboard the now empty cars and the train rolled into Gentry, where the reopened line was turned over to the Transportation Department at 8 o'clock Friday evening.

Great credit is due everyone connected with the rebuilding of Flint Creek bridge; nearly 400 feet of trestling twenty feet high were built from 11 o'clock Thursday forenoon to 6:30 p. m. Friday, inclusive of nine hours suspension Thursday night.

Traffic was held up from 5:30 Wednesday evening, when the train that set fire to the bridge passed over it, until 8 o'clock Friday evening— $50\frac{1}{2}$ hours. In that short time all the materials had to be collected, the

forces called and transported to the scene of action and the work done, which shows the splendid organization and complete system of our Kansas City Southern Railway.

It is to be regretted that so small an accident as failing to properly adjust an ash pan slide should cause the destruction of a bridge costing \$25,000, but as man is fallible, such things will occur till time shall be no more.

A CORPORATION WITH A SOUL—THE K. C. S. RY.

Railroads, as a rule, are much berated and made to suffer many things as a result of their being unable to meet all the exacting needs of their patrons, as the days go and come. But just here we wish to mention one grand exception to the general rule that railroads are thought to be wholly oblivious to the needs of the people who reside along their rights-of-way; we refer to the concession made to the traveling public on last Sunday, when the Kansas City Southern stopped all trains at the crossing at Tarby Prairie for the benefit of the people up and down the line who wished to attend the big singing convention, which was held there that day. They not only stopped the short train going and coming, but they even stopped the through train from Kansas City to Port Arthur, both ways, and let the people off and on, and thus they have shown that there is one big corporation in the country that has a sure enough soul, and the Sun wishes to express the gratitude of its many readers to the big company for this kind and generous act on their part, as several publicly mentioned the fact to the editor. As a rule the employes of this company are the pick of the railroading fraternity, and the man who rides a K. C. S. train, and half way tries to behave himself, will be accorded the best of treatment.

The writer lost a valuable drinking cup on one of the K. C. S. trains—the short train from Heavener to Ft. Smith—and thought no more of the matter till last Sunday morning the porter, a genial, well behaved colored man, brought the cup to its owner, and did not exact a tip for his honesty in the matter. The cup was left in the car some ten days prior to its return, and a colored man found it and kept it for its rightful owner, which is K. C. S. style. In other words, we have no better road in the South than the reliable old K. C. S.—the road that has made the mountain sections of Oklahoma and Arkansas great.—The Poteau Weekly Sun, Thursday, May 13, 1915.

AN EDITOR AND A PERSONAL INJURY CLAIM.

Rev. E. W. Pfaffenberger, editor of the "Western Christian Union," published at Booneville, Mo., during March made a trip over part of the Kansas City Southern Ry. on a local freight train, and was injured while attempting to get aboard the caboose. In his newspaper he makes the following comment on his accident:

"After our accident on March 12, in which we were severely injured by a train, many well-meaning friends urged us to enter a claim against the railroad for damages. We also had a letter from a Kansas City law firm requesting us to place the case in their hands.

"The facts were these: We had purchased a ticket at Gentry, Ark., for Sulphur Springs, and got on a local freight train. When the train reached Gravette (5 miles from Sulphur Springs), we stepped off and asked the conductor: 'Will you be here ten or fifteen minutes?' He replied: 'Yes, I think so, but we will go as soon as we can.' Seeing a barber sign about one block distant we went there quickly to inquire about a little business matter. The train started in five to six minutes. In attempting to get on we fell under the caboose and were hurt. While the conductor had our ticket and suit case he had made no definite promise as to the length of time. So that if we could have collected damages from the railroad company on some technical point it would have been morally wrong for us to do so. Therefore, when the courteous claim agent called on us we frankly told him that we did not feel that we had a just claim against the railroad, but he was kind enough to hand us a check for \$50.00 anyhow, which we gratefully accepted as a 'donation.' In a moral sense the company did not owe us a penny."

LOUISIANA A WHEAT STATE.

Prior to the Civil War more or less wheat was grown and milled in Louisiana. After the war wheat production ceased entirely. It is therefore something of a novelty to learn that a crop of 1,000 acres is being cut, harvested, threshed and sacked in Tangipahoa Parish, Louisiana, in May, 1915.

The first carload of Louisiana wheat arrived in St. Louis, June 21, 1915, and was shipped from Ferriday, in Concordia Parish, La.

Miscellaneous Mention

SIGN POSTS ON COUNTRY ROADS.

People residing in the country who visit the larger cities frequently have trouble in finding their way about, or their friends, because they are unfamiliar with the location of the streets. A street sign and a friendly policeman under the circumstances are considered a blessing indeed.

A city man driving in the country, or using an automobile, is frequently in a similar predicament. Policemen are a scarce article along country roads and the absence of a sign post at the crossroads often causes much delay and inconvenience, giving the victim ample opportunity to exercise his patience.

In many parts of Missouri, Arkansas and Oklahoma the crossroads are well marked with suitable sign posts, but in some counties this feature has been neglected. With automobiles from Maine to California crisscrossing the country in all directions, the proper marking of the roads is of great importance to the tourist as well as to the resident citizen. In some localities auto clubs have done much work in erecting guide posts for their own convenience, but as a matter of fact this work should be done by the road overseers or county commissioners in each county.

OIL PROSPECTING IN ARKANSAS.

During the past ten years oil prospect holes have been bored in Little River, Miller, Sevier and Scott Counties in the hope of finding oil in paying quantity. In Sevier County some thirty or forty thousand acres are at present covered by oil leases. Test borings made several years ago in the southeast corner of the county have left the question as to whether there is oil there or not, unsettled. The borings in Little River County gave similar results. Along the east line of Oklahoma, at Sallisaw, Poteau, Heavener and Stilwell, in Oklahoma, and on the Mazzard Prairie borings have also been made. Oil in merchantable quantity was not found, but at Poteau, gas wells of enormous capacity have been developed and this gas, as well as some developed on the Mazzard Prairie, is being

supplied to Fort Smith and other towns through pipe lines.

The latest development in oil exploration is in Crawford County, Ark., where over 100,000 acres have been leased by half a dozen different companies. The Pierce Oil Corporation is reported to have leased 40,000 acres and the Clear Creek Oil Co., of Alma, Ark., is credited with 26,000 acres more. The territory which appears promising to the prospectors extends from Alma, in Crawford County, to and beyond Ozark, in Franklin County, and thence southward to Paris, in Logan County. According to report, not less than six test wells seem to be assured, three of which are to be sunk by the Clear Creek Oil & Gas Co., near Alma, Ark. Each well is to be sunk to a depth of 3,000 feet. Oil is found oozing out of the ground in small quantities in a number of places, but the source of supply remains to be discovered.

ONE HUNDRED MILLIONS.

On January 27, 1915, the United States had a total population of 100,000,000, if J. S. McCoy, actuary in the treasury department at Washington, is correct. The official geographer in the census bureau figures differently and estimates that the 100,000,000 mark will not be reached in the United States until 4 p. m., April 2, but McCoy insists that his calculations are nearer correct.

The people who get up divers and sundry celebrations seem to have overlooked this momentous near-at-hand occasion. In 1790 this country had a little less than 4,000,000 people. In 1815, one hundred years ago, it had 8,369,000. If some booster had come forward with a "100,000,000 population" motto then and started a campaign to that end he would have been considered a rattle-brained crank.

Attainment of a population of 100,000,000 ought to be a more notable occasion in this country than it will be. It might well have been the motive for a national exposition as great as the one about to be opened at San Francisco. Perhaps it isn't too late for the people of the Golden Gate to give some extra pomp to the opening ceremonies as

slight recognition of this momentous event. It ought to be made a national holiday.

The land area of the United States, counting Alaska and Hawaii, is 3,029,049 square miles. The land area of Europe is 3,797,410 square miles and the population 380,200,000. The land area of Asia 17,074,050 square miles and the population 850,000,000. Plainly we have much room yet for increased population, and we will get it. We are getting to be a great country. Getting 100,000,000 people may be little more than a good start toward what destiny has in store for us. In the end it may create immense economic problems, but for the present there is no need to worry. We can take care of another hundred million or so without crowding.—Joplin Globe.

THE CREAM SEPARATOR.

Had we been told a few years ago that it would be possible to take milk directly from the cow, to run it through a machine and separate the cream from the milk, we would have laughed at our informer. Today the most complete process of skimming is just exactly that. The milk is taken before the animal heat leaves it, it is run through a mechanical cream separator and the butter fat is divided from the milk leaving the latter in warm and natural condition, the very best feed for pigs, calves or chickens. The cream is saved and when cooled can be kept much more conveniently than the milk. The best process of cooling is simply to put the cream in cans, immerse these in a small tank directly under the pump and allow the water that goes to the stock to flow over the cans from this small tank into a larger one. Where there is an abundance of water there is no question whatever of keeping the cream, even though the temperature may rise to quite a height. The old process of setting the milk in shallow pans or in long straight cans as we have known it in the dairy states to the west and east of us is now becoming obsolete and we are looking to the mechanical separator for the greatest efficiency.

The old system of skimming always wasted a certain amount of butter fat which is the highest priced or the most valuable part of the milk and this new system saves practically everything that comes from the cows.

One naturally asks whether a separator is suited to a small herd of cattle or not. The facts of the case are if one is milking as many as three or four cows he can af-

ford to have a separator and pay for the machine out of the butter fat that he saves. When butter fat is sold to the creamery it represents the main source of revenue and the closest skimming the improved condition of the fat and the other factors that enter into the situation all make it advisable to depend upon nothing but mechanical separation. The machines are not prohibitive in price. They are really a valuable article and they should be used much more generally than they have been in the past.

The Neosho Ice Co. has, up to June 4th, iced 200 strawberry cars, and expect to ice from 300 to 400 cars for peaches. The plant is turning out 50 tons of ice per day. Only four or five tons of this is used per day at Neosho; the remainder is shipped and used in icing fruit cars.

DO IT NOW!

If with pleasure you are viewing any work
a man is doing,

If you like him or you love him, tell him
now.

Don't withhold your approbation till the
parson makes oration

And he lies with snowy lilies o'er his
brow;

For no matter how you shout it he won't
really care about it;

He won't know how many teardrops you
have shed;

If you think some praise is due him, now's
the time to slip it to him,

For he cannot read his tombstone when
he's dead.

More than fame and more than money is
the comment kind and sunny

And the hearty, warm approval of a
friend,

For it gives to life a savor and it makes you
stronger, braver,

And it gives you heart and spirit to the
end;

If he earns your praise—bestow it; if you
like him, let him know it;

Let the words of true encouragement be
said;

Do not wait till life is over and he's under-
neath the clover,

For he cannot read his tombstone when
he's dead.

—Fine Arts Journal.

THE BUSINESS ACTIVITIES OF SMALL VILLAGES AND TOWNS.

The traveler from the great city in passing through a village or small town in an agricultural section may often wonder what source of income sustains them and how they manage to hold their own and be prosperous. The traveler, in all probability would have some serious doubts as to his ability of making a living in any of them, because he does not fully realize that the resident of the village or small town is primarily a producer and not a trader. Whatever he sells he has produced himself in nearly all instances, whereas the city man sells that which has been produced by some one else. In the village or small town, the local merchant, in a majority of instances, is a farmer or stock raiser as well as a trader. The man from the great city, where one-half of the population preys on the other half, is naturally a trader and would find it difficult to convert himself into a producer. Few of the small towns keep a record of the shipments of their produce. The following reports from three towns on the Kansas City Southern Railway, will give some idea as to how the local income was secured in 1914:

Decatur, Benton County, Arkansas.

Population 500. Shipping Report of Fruits and Vegetables, 1914.

Express shipments: Apples, 3,800 crates; tomatoes, 4,519 crates; strawberries, 2,332 crates; blackberries, dewberries, raspberries and huckleberries, 5,161 crates; peaches, 1,451 crates; cucumbers, 456 crates; beans, 23,455 crates; cantaloupes, okra, asparagus, peppers, etc., 2,500 crates. Total, 43,674 crates.

By freight, less than carloads, apples, 1,597 packages.

Carload shipments: Strawberries, 17 carloads, 450 crates to the car; apples, 88 carloads; evaporated apples, 5 carloads. Total, 110 carloads.

Other shipments: Canned goods, 24 carloads; live stock, 8 carloads; wood, 8 carloads; vinegar, 2 carloads; wheat, 1 carload. Total, 43 carloads.

Value of Fruit Crop.

Apples, \$45,700; strawberries, \$20,364; blackberries, etc., \$7,741; green beans, \$11,727; tomatoes, \$9,210; peaches, \$1,160; miscellaneous fruits and vegetables, \$7,500. Total, \$103,402.

The Holland-American Fruit Products Co. made 37 carloads of canned goods, tomatoes and apples. Made 6 carloads of cider. Paid out for tomatoes, \$6,500; for apples, \$2,100; for labor, \$5,800. Total, \$14,400.

Gravette, Benton County, Arkansas.

Population 750. The local produce shipped from this point during the season of 1914, as compiled by the Commercial Club, as follows: Apples, straight carloads, 156 carloads, plus 50 per cent other grades and local shipments. Total, 233 carloads, value, \$75,000. Livestock, shipped by Gravette, Pace, Tanner and Sellers, 73 carloads, value \$101,318.94; cattle, 24 carloads, \$29,771.28; horses and mules, 3 carloads, \$4,500. Hens, eggs and produce by Dorsett and Teague, 50 carloads, value, \$93,684.94 peaches, 4 carloads, \$2,000; berries, 2 carloads, \$800; cantaloupes, 8 carloads, \$1,920; pears and miscellaneous, 1 carload, \$500; wheat, 3 carloads, \$1,500. Total, 401 carloads; value, \$310,994.97. The cannery output was valued at \$6,000. The value of new buildings erected in the town during the year was \$23,825.

Drexel, Cass County, Missouri.

Population 1,000. The following statement shows the quantity and value of products shipped from Drexel, between Jan. 1 and Dec. 31, 1914, shipped by freight:

51 carloads of cattle, 925,000 pounds at \$7.25.....	\$ 64,750.00
171 carloads of hogs, 2,610,000 pounds at \$7.15.....	186,615.00
48 carloads of horses and mules, 26 to car at \$125.....	165,750.00
2 carloads of wheat, 120,000 pounds at 80 cents per bushel.	1,305.00
6,750 pounds of rye at 75 cents per bushel.....	93.75
23 carloads of corn, 231,000 pounds at 52 cents per bushel.	2,145.00
4,550 pounds timothy seed at \$5.00 per bushel.....	500.00
10 carloads of flax, 400,000 pounds at \$1.00 per bushel....	7,143.00
11 carloads of oats, 450,000 pounds at 45 cents per bushel.	6,327.00
2,085 pounds of clover seed.	
53 carloads of hay, 1,113,000 pounds at \$12 per ton.....	13,356.00
365 pounds of nuts at 10 cents per pound.....	36.50
15 carloads of poultry, 300,000 pounds at 12 cents per pound.	36,000.00
1 carload dressed poultry, 24,000 pounds at 12 cents.....	4,800.00
7 carloads of eggs, 2,800 cases at \$4.50 per case.	12,600.00
Hides and wool.....	5,000.00
Butter and butter fat, 12,760 pounds.	2,552.00

Total, by freight.....\$508,973.25

The shipments by express were as follows:

23 hogs, 2,600 pounds at \$20 each.	\$ 560.00
Live poultry, 23,316 pounds at 12 cents.	2,797.92
Eggs, 3,710 cases at \$4.50.	16,995.00
Butter, 1,510 pounds.	302.00
Furs, 310 pounds.	200.00
Game, 10,776.	106.75
Total by express.	\$ 20,961.67
Total by freight.	508,973.25
	\$520,934.92

Nearly all this produce eventually reaches the great cities, where it is perhaps, sold and resold several times, before it reaches the ultimate consumer. Probably fifty or more other agricultural villages and towns could make similar showings. In the mining and lumber producing localities along the line, there is also a large agricultural production, but nearly all of this is consumed at home.

THE FRUIT AND VEGETABLE CANNERIES.

The canneries along the line of the Kansas City Southern Railway are located at Neosho, Mo., Amsterdam, Mo., Gravette, Decatur, Gentry, DeQueen, Ark., Shreveport, Bon Ami and Lake Charles, La. and Beaumont, Texas. The Neosho Canning Factory for the season of 1914 packed 2,193,700 pounds of tomatoes, making 673,000 cans or 28,000 cases. The amount paid for tomatoes was \$10,966.85 and for wages \$12,000. The price paid per ton was \$10 delivered. A ton contains about 33 bushels, which figures about 30 cents a bushel. Contracts for the season of 1915 are now being made. The Holland-American Fruit Products Co. of Decatur, Ark., in 1914, made 37 carloads of canned goods, tomatoes and apples, and 6 carloads of cider. Paid out for tomatoes, \$6,500; for apples, \$2,100; for labor, \$5,800; total, \$14,400. The cannery is now contracting for the campaign of 1915. The Gravette Canning Co. had a good run for its first year in 1914. It paid out for labor, \$1,175; for cans, boxes and labels, \$1,875; for tomatoes, \$1,326; fuel, 60; total, \$4,436—and feels good enough to try it again in 1915. The North Louisiana Truck Growers' Association Cannery at Shreveport, La., had a large output of tomatoes and sweet potatoes and will continue operation. The Lake Charles, La., Canning Co., handled sweet potatoes and tomatoes last year and is now contracting for 400 acres

of sweet potatoes. The Best Clymer Sorghum Syrup Factory at Fort Smith, Ark., will establish a large cannery this year, 1915, and will co-operate with the Highland Orchard Company of Highland, Ark., who have successfully operated a large cannery for several years. The Long-Bell Experimental Farm Cannery at Bon Ami, La., and the Beaumont Fig Co.'s Cannery, near Beaumont, Tex., canned large quantities of figs in 1914. The Beaumont plant has been nearly doubled in capacity and will greatly enlarge its output in 1915.

Tomatoes enter largely into cannery operations. The cannery stock must be low enough in price to warrant the cannery to manufacture and must yield enough to warrant the grower to produce it. The Sarcoxie Canning Factory, Sarcoxie, Mo., give some information on this point: "Tomatoes are not hard to raise, do not require special soil and do not take much from the land. They are set out after the spring frosts and are harvested by the time bad weather sets in in the fall. * * * For the financial return on the time, labor and investment, I think, tomatoes show a decided advantage. Take the case of Bruce Green who raised tomatoes last season on four acres. He sold to the Sarcoxie Canning Factory tomatoes valued at \$117.69 from those four acres. He also sold a great deal to other places, notably Joplin, but his returns from the factory alone amounted to nearly \$30 an acre. George Clifford received \$253.33 from the factory. He had three and one-half acres in tomatoes. That was about \$74 an acre and I do not know whether he sold any to anyone else or not. C. R. Martin had two acres. We paid him \$171.93. Clint Rosebrough had three acres. We paid him \$156.04. Jack Welton had two acres. We paid him \$101.54 * * * The Sarcoxie factory packed ten carloads last season. I feel sure that we could easily pack two or three times that many if the farmers knew what a profitable crop tomatoes are."

Sweet potatoes in Louisiana yield from 150 to 300 bushels per acre. The Lake Charles Cannery contracts for its sweet potatoes as follows: If the Baltimore market on the canned product is 75 cents per dozen, they pay 35 cents per bushel for sweet potatoes. If the Baltimore price is 80 cents, they pay 40 cents; at \$1.00 per dozen, 50 cents; \$1.20 per dozen, 60 cents; \$1.25 per dozen, 65 cents per bushel.

ARKANSAS AND THE SMITH-LEVER AGRICULTURAL EXTENSION BILL.

In accordance with the Smith-Lever Act, which became a law in 1914, each state in the Union is to receive from the national funds the sum of ten thousand dollars per year to be expended in field work through the agricultural colleges.

In addition to the \$10,000 a year which has been permanently appropriated for each state, the United States government also provides additional appropriations which will be increased each year for a period of eight years until the total annual appropriation coming to the state of Arkansas from the national government for this purpose reaches \$123,980. The following table gives a list of appropriations that will come from the national government to Arkansas each year provided the state complies with a certain condition:

Year ending June 30, 1916.....	\$ 26,680
Year ending June 30, 1917.....	40,580
Year ending June 30, 1918.....	54,480
Year ending June 30, 1919.....	68,380
Year ending June 30, 1920.....	82,280
Year ending June 30, 1921.....	96,180
Year ending June 30, 1922.....	110,080
Year ending June 30, 1923.....	123,980

After the year 1923 the annual appropriation of \$123,980 becomes permanent. The condition that must be complied with is that the state of Arkansas must for each year appropriate as much as the national government does with the exception of the first \$10,000 a year.

Accordingly, if Arkansas is to receive the extra appropriations from the government, she must appropriate for the biennial period ending June 30, 1917, the sum of \$47,260 for extension work in agriculture and domestic science to be expended by the College of Agriculture. Not one dollar of this money can be expended at the college itself. Every cent must be spent for extension work away from the college.

One of the largest yields of berries this season was made by John Biddlecome, who resides near Elm Springs. From one and one-half acres he has picked 360 crates, which sold for about \$750.—“Neosho Miner-Mechanic.”

FACTS ON FARM ACREAGE.

The total land area of the United States is 1,903,289,600 acres, of which 878,789,325 acres is now farmed. Ten years ago there were 838,581,744 acres in farms, the increase in number of farms being 10.9 per

cent. The average number of acres in each farm is 138, against 146 acres ten years ago. The percentage of total land area improved is now 25.1, against 21.8 per cent ten years ago.

The value of farm land has increased in ten years from \$20,439,100,000 to \$40,991,449,000 at the present valuation. This is an increase of over 100 per cent. The average value of all property per farm is \$6,444, compared with \$3,563 ten years ago, an increase of 80.9 per cent. The average land value is now \$32.40 per acre. It was \$15.57 in 1900, which shows an increase of 108.1 per cent in the last decade.

STUPENDOUS FIGURES.

The Bureau of Foreign and Domestic Commerce, at Washington, has issued a report on the growth of American commerce in the sixty-four years since 1850. The figures present a more impressive comparative picture than could be painted by such a flow of superlative as might delight the heart of the man who writes circus posters. The most imposing feature of this report is the proof that the resources of the nation have fully measured up with the increase in population and that the country produces vastly more than enough to be self-supporting.

Since 1850 the population of this country has quadrupled, being now in excess of 100,000,000.

For the same span, of 64 years, the report cites these increases:

Foreign commerce from \$318,000,000 to \$4,259,000,000.

Exports from \$16.98 per capita to \$23.27.

National wealth from \$7,000,000,000 (in 1870) to \$140,000,000,000.

Money in circulation from \$279,000,000 to \$3,419,000,000.

Bank clearings from \$2,000,000,000 (in 1887) to \$174,000,000,000.

Savings bank deposits from 251,000 to 11,000,000 with deposits of \$4,750,000,000.

Value of farms from \$4,000,000,000 to \$41,000,000,000.

Value of manufacturers from \$1,000,000,000 to \$20,000,000,000.

Miles of railway from 9,021 to 258,033, carrying 1,004,000,000 passengers and 1,845,000,000 tons of freight.

School children now number 19,000,000, and the students in colleges 200,000, annual expenditures for education approximating \$500,000,000. Over 22,000 newspapers and periodicals are published in the United States, and the outgoing mails carry 20,000,000 pieces of matter.

The tremendous increase in agriculture over last year, as shown by the immense harvests which have filled the granaries to overflowing, would seem to point to a continuing ability to feed the population of the United States with the products of its own soil, no matter how great the increase may be. In manufactures, too, the United States shows tendency toward enormously increased expansion, and with the opportunity presented by the European war to enlarge the foreign trade and to build a merchant marine it would seem that within the present decade the United States will become the greatest commercial nation in the world, great far beyond possible competition.

COST OF BAD ROADS TO FARMERS IS STAGGERING.

American farmers have begun to figure the matter of roads a little differently than in former years. When the good roads movement was in its infancy, they used to ask themselves, "How much will good roads cost me?" Thanks to the intelligent propaganda of the daily and farm papers, as well as other agencies, farmers are now asking

themselves, "How much are bad roads costing me?"

According to government experts, the cost of hauling a ton of farm produce a mile varies from 17 cents in localities where fairly hard gravel roads exist, to 35 cents per ton in parts of the country where the roads are in bad condition. On the other hand, in those European countries where hard roads prevail, the cost is as low as 9 cents per ton per mile. The Department of Agriculture has estimated that the total haulage expense to American farmers for a year is approximately \$500,000,000. And every dollar of this stupendous sum comes from the farmer's pocket, for he is the one great producer who cannot add the haulage expense to his wares, for the prices he gets are on a delivered basis.

If every farmer would take pencil and paper; figure the amount in tons of the produce and stock he markets in a year; multiply it by the number of miles he must haul it to market; multiply the total by 25, which is about the average haulage cost per ton per mile, and then consider that he could have nearly half of this amount every year if he had an improved road all the way to his market, he would become an earnest good roads worker.

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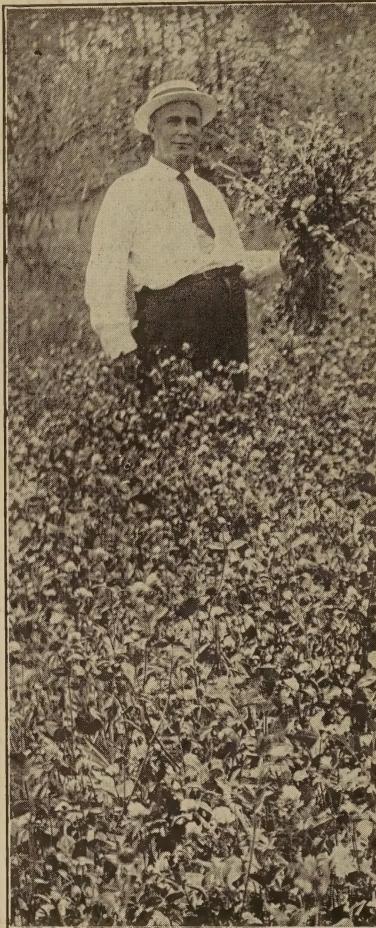
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